

88 00277

MARINA DEL REY/BALLONA

CCA-0112



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 29 1987

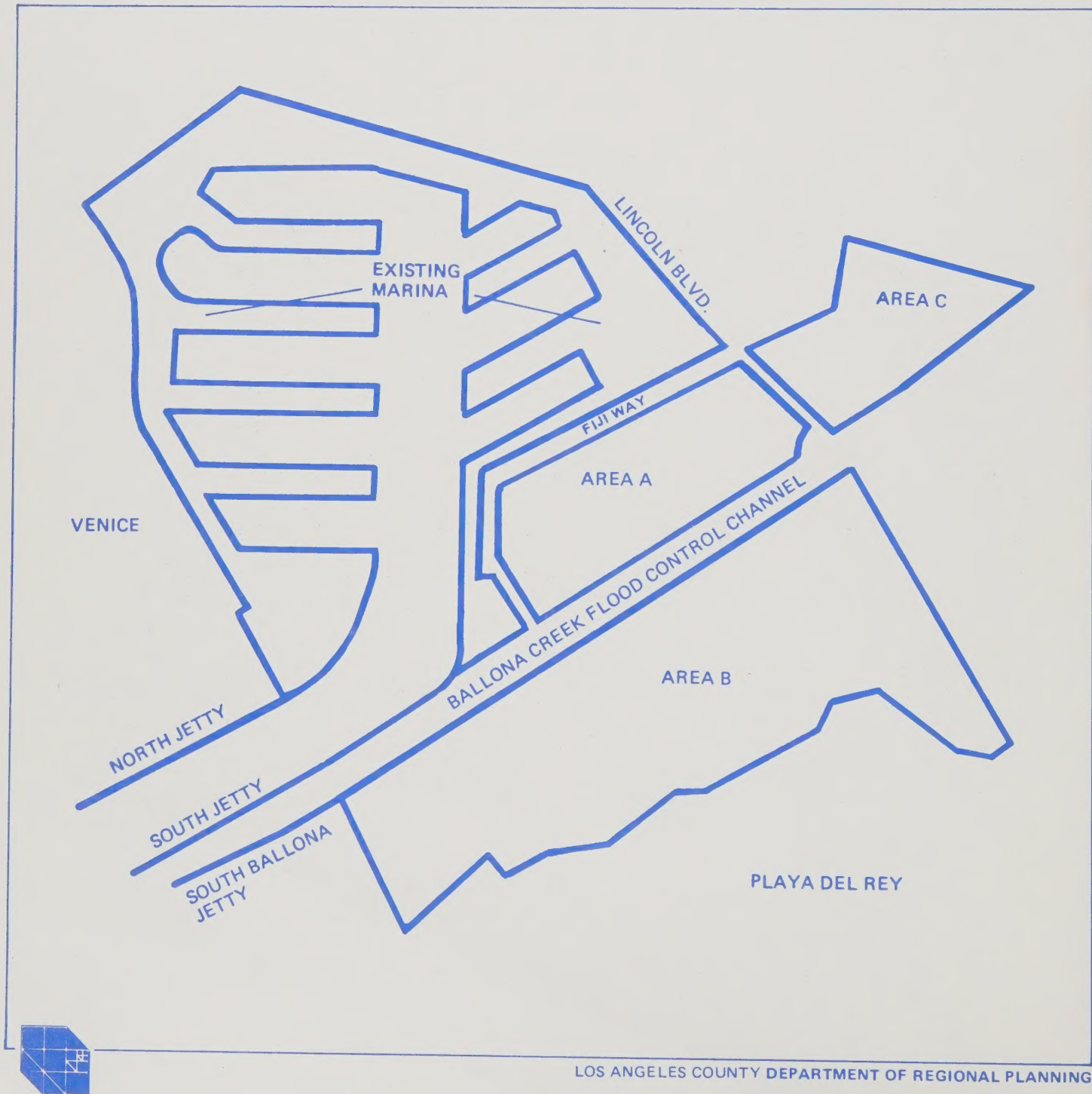
UNIVERSITY OF CALIFORNIA

LAND USE PLAN

PART OF THE LOS ANGELES COUNTY LOCAL COASTAL PROGRAM

map 1

LCP STUDY AREAS



LOCAL COASTAL PLAN
Phase II - Land Use Plan

MARINA DEL REY/BALLONA

OCTOBER, 1984


**Part of the Los Angeles County
Local Coastal Program**

This publication was prepared with financial assistance from the United States Office of Coastal Zone Management National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended, and from the California Coastal Commission under the provision of the Coastal Act of 1976

This Phase II land use plan was approved by the County Board of Supervisors on September 13, 1984 and was certified by the California Coastal Commission on October 11, 1984.

**LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING**

Coastal Studies Section
Hall of Records, Room 1195
320 West Temple Street
Los Angeles, California 90012



Digitized by the Internet Archive
in 2024

<https://archive.org/details/C124889990>

COUNTY OF LOS ANGELES

Board of Supervisors Deane Dana, Chairman
Mike Antonovich
Edmund Edelman
Kenneth Hahn
Pete Schabarum

Regional Planning Commission Norma Bard, Chairman
Sadie B. Clark
Stanley Gould
George Lefcoe
Delta Murphy

Department of Regional Planning (DRP) Norman Murdoch, Planning Director
James Hartl, Acting Chief Deputy
Geoffrey Taylor, Administrator - Countywide Planning

Coastal Studies John Lampe & Larry Charness, LCP Coordinators
David Cowardin
Michelle Gomes
Morris Litwack
Glenn Perica
Martin Zimmerman
Norma Shanks

Graphic Section Johannes Kunst
Darlene Brown
Mary Louise Rowe

Mapping Section Warner Kennedy
Andy Zamarippa

Los Angeles County Natural History Museum Craig C. Black, Director
Leon G. Arnold, Assistant Director
Ralph W. Schreiber, Curator of Ornithology

The Department of Regional Planning would like to express its thanks to the following individuals for their invaluable technical knowledge and advice:

Technical Advisory Committee

Victor Adorian
County Beaches and Harbors
Gerald Bare
Caltrans
Ruth Benell
Local Agency Formation Commission
Vivian Bingham
Southern California Edison
Eric Bourdon
County Beaches and Harbors
Tom Connor
Los Angeles City Transportation Department
Roger Dunstan
State Lands Commission
David Edmundson
County Engineer/Facilities
R.E. Etcheverry
County Road Department
Brian Farris
South Coast Air Quality Management District
Rimmon C. Fay
Friends of Ballona Wetlands
Uta Ferguson
Marina del Rey Chamber of Commerce
Susa Gates
State Coastal Conservancy
Dave Gay
Los Angeles City Planning Department
Frank Gray
State Fish and Game Department
Murray Greenberg
Community Development
Eva Hain
Los Angeles Unified School District
Jim Hirsch
California Coastal Commission
Robert Hoffman
National Marine Fisheries
Donald Howery
Los Angeles City Transportation Department
Norm Johnson
California Department of Transportation
A.C. Tony Klein
Southern California Gas Company
Dick Knight
County Agricultural Commission
Barry Kurtz
County Road Department
Ruth Lansford
Friends of Ballona Wetlands

Captain John J. Malone
County Sheriffs Department
Wilker Maxwell
Department of Water and Power
Jim McNally
Regional Water Quality Control Board
Rod Meade
Summa Corporation
Marty Mercado
State Boating and Waterways
Eric Metz
California Coastal Commission
Georgia Miller
Housing and Urban Development
George T. O'Hara
Los Angeles City Sanitation Bureau
W.F. Orr
Union Oil Company
Jim Park
County Parks and Recreation
Captain Neal Parker
County Forester/Fire Warden
Joe Petrillo
California Coastal Conservancy
Dave Potter
County Flood Control
Cliff Rader
Army Corps of Engineers
Brian Scanlon
County Engineer/Facilities
Ralph Schreiber
Natural History Museum
Bob Smith
County Engineer/Facilities
Don Spencer
Army Corps of Engineers
Al Terry
State Parks and Recreation
Wayne Tsuda
County Health Services
Penny Van Bogart
County Administrative Office
Craig Vassel
Environmental Protection Agency
Lisa Wentz
County Beaches and Harbors
Gene Wilson
U.S. Fish and Wildlife Service
Fred Worthley
State Fish and Game

The Department of Regional Planning would like to give special thanks to the following staff of Gruen Associates, transportation and urban design consultants to the County of Los Angeles, for their invaluable input in addressing key issues in the Marina del Rey segment of the LCP.

John Stutsman, Vice President
Viggan Davidian
Bob Kaufman
Fred Pearson

The Department of Regional Planning wishes to thank those interested persons whose substantive and thoughtful input at the public workshops has in no small way made this document possible.

David Abelar
Elena Acoba
Morris Addin
Lisa Adler
Joan Alexander
Rockwell Ames
Jim Andrews
Dede Audet

Susan Baker
Ben Bartolotto
Yvonne Bachas
Ray Beadle
Jeri Beck
Dr. Phillip Bentz
Peter Blystone
S. Bisno
J. Borne
Al Bourne
Doreen Braverman
Peter Broy

Danella Cope
Peter Coye

Phillip DeLao
Brian Deming
Pilar Diaz
Margaret Dix
Ralph Dudley
Mike Durocher

John W. Ellinwood
Pam Emerson

Uta Ferguson
Martha Fitzgerald
Gretchen Frantz
Anne K. Frazer
P. Friedman
Dr. Richard Friesen

Robert Gale
Martin & Tin Marie Galindo-
Ramirez
Elinor K. Gershoy
Kathleen Gilette
Susan Gilliland
Michael B. Gladych
Bernie Glickman
Gary Godfrey
F. Gonzales
David Grannis
Jack Greenspan

Fran Hankey
Terry Hanna
Charles Hathaway
Steve Hathaway
Mr. & Mrs. Lester Hershon
Irving Hirsch
Cliff Holliday
Wayne Hyde
Stan Hyman

Tom Joyce

Gayle Kantro
Bernie Keach
Julian Kleiser
Don Kowalewsky
Alex Krems
Maurice Kurtz

Barbara Lawrence
Bob Leslie
Ed Loosli
Amy Lumsden

Lisa Mangione
Richard Masada
Charmian Mathews
Mike McDonald
Jan McLaughlin
John McLaurin
Rod Meade
Ricky Meghiddo
Nina Meltzer
Norma Meyer
June Michaels
Eliot Moore
A & B Morden
Fred Moss
Grace Myers

Gene Nelson
Jack W. Nutter

Gene O'Connell

Mallory Pearce
June Pender
Clifford Phillips
Thornton Prime
Bob Prucher

Sam Resnick
John Rizzo
Harry & Mildred Ross
Bob Russell

Charles F. Sanford
Andrew & Winifred Santos
Tony Salib
Pat Sanchez
Anthony Schafer
Bob Seldon
Margaret Shuler
Homer Smith
Wayne Smith
Bruce Solari
Carolyn Staff
James P. Stehn
Paul Stevens
Richard Stevens

Ed Tarvyd
Kelly Thomas
Howard Towner
Clyde Tussey

Gil Vargas
Lothar Von Schoenborn

John Wagner, Jr.
Gene & Susan Ward
Jack Weber
Louis Weider
Iylene Weiss
Kay White
Reverend John White
Lowdon Wingo
Louise Winkler
Jack Woods
Richard Worth
Elizabeth Wright

Ralph H. Zimmerman

LOS ANGELES COUNTY LOCAL COASTAL PLAN

Phase II — Land Use Plan

Marina del Rey/Ballona

TABLE OF CONTENTS

	Page
SUMMARY	1
I. INTRODUCTION	
A. Area Description	I-1
B. Planning Process	I-3
C. Coastal Plan Concept.	I-6
II. POLICY SECTIONS	
A. Coastal Access and Recreation	
1. Shoreline Access	II-1
2. Recreation and Visitor-Serving Facilities.	II-13
3. Recreational Boating/Commercial Fishing.	II-21
B. Marine and Land Resources	
4. Marine Resources	II-29
5. Environmentally Sensitive Habitat Areas.	II-39
6. Agriculture	II-59
7. Cultural Heritage Resources	II-63
C. Land Use Plan (New Development Policy)	
8. Design Principles for New Development	II-69
9. Coastal Visual Resources.	II-111
10. Hazard Areas.	II-121
11. Circulation	II-129
12. Public Works	II-149
13. Diking, Dredging, Filling & Shoreline Structures.	II-155
14. Industrial Development & Energy Facilities	II-159
III. APPENDIX	
A. County of Los Angeles General Plan Coastal-related Policies.	III-1

LIST OF MAPS

Title	Page
PLAN MAPS	
Land Use Plan	Summary
3. LCP Concept	I-7
5. Shoreline Access Improvements Plan	II-5
7. Visitor-Serving Facilities Plan - Marina Area	II-16
8. Recreation and Visitor-Serving Improvements Plan - Areas A and B	II-18
10. Wet and Dry Boat Storage Plan - Marina Area and Area A	II-25
12. Drainage Improvement Plan - Area B	II-35
15. Generalized Land Use Plan - Area B	II-53
17-23. Marina Subunits - Proposed Land Use Plan	II-80 thru II-91
24. Area A and Adjacent Marina Parcels - Proposed Land Use Plan	II-98
25. Area B - Proposed Land Use Plan	II-100
26. Area C - Proposed Land Use Plan	II-102
28. View Improvement Plan - Area B	II-115
30. View Improvement Plan - Marina Area/Area A	II-118
36. Circulation Improvement Plan	II-147

BACKGROUND MAPS

1. LCP Study Areas	Inside Cover
2. LCP Area	I-2
3a. Jurisdictional Areas	I-8
4. Existing Access - Marina Area	II-4
6. Existing Land and Water Recreational Uses - Marina Area	II-14
9. Boating Lanes	II-23
11. Existing Drainage System	II-31
13. Ballona Region Study Units	II-43
14. Present Status of the Ballona Region	II-46
14a. Area B - Topographic Map	II-49
16. Marina Area - Planning Subunits	II-78
27. Major Scenic Views (Existing) - Area B	II-114
29. Major Scenic Views (Existing) - Marina Area	II-117
31. Seismic Hazards	II-123
32. Existing Circulation System	II-131
33. Weekday Traffic Volumes - Marina Area	II-133
34. Weekday Traffic Volumes - Marina Area	II-134
35. 1981 Traffic Volumes - Areas A, B and C	II-144
37. Sewer System - Marina Area	II-150
38. Water System - Marina Area	II-151
39. Southern California Gas Company Property	II-161
40. Oil and Gas Wells	II-162

LIST OF FIGURES

Title	Page
1. Local Transportation.....	II-3
2. Marina del Rey Anchorages.....	II-22
3. Marina Area Proposed Land Use (Phases I, II and III).....	II-93
4. Area A Land Use Distribution.....	II-97
5. Area B Land Use Distribution.....	II-99
6. Area C Land Use Distribution.....	II-101
6a. Phasing: Areas A, B and C.....	II-106-107
7. Visual Resources Assessment Criteria.....	II-112
8. Potential Earthquake Magnitudes.....	II-124
9. Intersection Level of Service Definitions.....	II-135
10. Weekday Level of Traffic Service Summary (Peak-Hour).....	II-136
11. 1981 Volume Capacity Relationships - Evening Peak-Hour.....	II-137
12. Levels of Service - Weekday Evening Peak-Hour.....	II-138
13. County Owned Parking Lots.....	II-139
14. Marina del Rey - Planned Phase I Development.....	II-140
15. Marina del Rey Phase II Development Possibilities.....	II-141
16. Total New Development - Marina Area.....	II-142
17. Total Daily Traffic Increase.....	II-142
18. Development Potential in Areas A, B and C.....	II-143

FREQUENTLY USED ABBREVIATIONS

CCC	California Coastal Commission
DRP	Los Angeles County Department of Regional Planning
DBH	Los Angeles County Department of Beaches and Harbors
LAX	Los Angeles International Airport
LCP	Local Coastal Plan
NHMF	Los Angeles County Natural History Museum Foundation
SCGC	Southern California Gas Company
SCRTD	Southern California Rapid Transit District

**MARINA DEL REY
LOCAL COASTAL PLAN
SUMMARY**

MARINA DEL REY/BALLONA LOCAL COASTAL PLAN SUMMARY

The Marina del Rey Small Craft Harbor offers its visitors and residents a coastal recreation resource of rare vitality. In the nearly 20 years since its creation (well before Proposition 20 and the Coastal Act), boaters and other visitors have come to the harbor to enjoy its recreational opportunities, commercial offerings, hotels and distinctive visual appeal. Others have made their home in this diverse, yet serene, coastally-oriented environment.

Coastal Act objectives such as encouragement of recreational boating opportunities, public access and visitor-serving facilities have been practiced and promoted throughout the Marina's history. Indeed, Marina del Rey provides an instrument of coastal access and enjoyment second to no other area in California in terms of volume of visitors. The LCP process offers the County a vehicle by which to improve and expand these opportunities.

To the east and south, the vacant properties referred to in this plan as Areas A, B and C offer a variety of opportunities (see Map 1, inside cover). Most significantly, the County has the opportunity to preserve a large and diverse functioning wetland, an objective clearly and forcefully embraced by this plan in accordance with Coastal Act policies and guidelines. Apart from the Los Cerritos Wetlands in Los Alamitos, the Ballona Wetlands represent the sole remaining sizeable wetlands in Los Angeles County. Furthermore, these areas offer fulfillment of other objectives — shared by State policies — such as provision of housing and employment opportunities.

The following policies, organized in the same policy groupings as reflected in the remainder of the LCP document, represent a generalized summary of the specific policies and actions proposed in each of the policy elements, or chapters, of this plan.

Shoreline Access and Recreation

- Expand public access to Marina bulkheads subject to safety considerations and provision of adequate support facilities including parking.
- Create new viewing opportunities around the Ballona Wetlands consistent with resource protection concerns.
- Promote wider public awareness of existing and expanded shoreline access.
- Provide landscaped view parks and promenades in the LCP area.
- Provide increased recreational and visitor-serving facilities for all age and income groups in the LCP area including additional bike paths, additional hotels and restaurants and improved public recreation areas.
- Provide bike paths and hiking trails adjacent to the Ballona Wetlands in Area B and neighborhood recreational facilities in Area C.
- Maintain the Marinas's primary function as that of a small craft harbor for recreational boaters.
- Encourage additional wet boat storage through implementation of the "funnel concept", realignment of existing slips where possible and creation of a new Marina basin in Area A.
- Ensure appropriate landside support facilities for wet slips including adequate parking.
- Encourage additional dry boat storage facilities in existing boating-related areas.
- Facilitate improved public access to South Venice beach.

Marine and Land Resource Protection

- Provide for the preservation of the Ballona Wetlands and its wildlife including an adequate ecological support area encompassing the dunes and north-facing Playa del Rey bluffs.
- Maintain harbor water quality and explore methods to improve water quality.

- Provide pollution traps to control non-point pollution sources in the LCP area.
- Provide for a properly functioning drainage system in the wetlands area designed to help establish an appropriate saltwater/freshwater balance.
- Allow more water into the wetlands by creating freer cross flow between the wetlands and the flood control channel, subject to flood control needs.
- Protect the wetlands against unwarranted human and/or animal intrusion, limiting public access to the area to a nature center and designated observation points.

New Development

- Ensure planned balanced change in the Marina area over next 40 years, avoiding mass redevelopment.
- To protect views, maintain a low building profile in the existing Marina permitting mid-rise structures towards the outer periphery of the area (“bowl” concept).
- Assign priority in Marina reconstruction to structures either physically or economically obsolescent.
- Assign priority in Marina reconstruction to boating-related and other visitor-serving uses.
- Provide a major new boat basin in Area A, surrounded by a mix of visitor-serving and residential land uses similar to the existing Marina.
- Ensure availability of low and moderate income units by requiring 15% low and moderate income units in Areas A, B and C, including 225 affordably priced senior citizen units in Area B.
- Emphasize protection and enhancement of existing viewsheds in the Marina and Area B and creation of new scenic opportunities in new Area A development (stressing harbor-oriented views).
- Provide for a functioning traffic system in and around the LCP area with appropriate road widenings, extensions and connections as well as new routes and creation of additional public transit systems.

The Marina del Rey/Ballona Plan, prepared in accord with the preceding policies is summarized on the plan map appearing at the end of this summary. Land use categories appearing on this map represent a somewhat generalized version of land use classifications as defined and depicted in the Design Principles For New Development Chapter.

The following pages offer land use summaries of the Marina del Rey/Ballona LCP area by planning unit.

**EXISTING MARINA
Proposed Land Use**

Parcel Number	Additional Hotel Rooms	Additional Restaurant Seats	Additional Acreage for Boat Slips (Approx.)	Additional Convenience Retail (sq.ft.)
PHASE I				
9U	300	*		*
125R	498 (308 in new tower,	*		*
141T	300 190 converted ----- residential units)	*		*
Total	1,098			
PHASE II				
EE			2.0	
7			1.5	
10R	**	*		*
12R			1.9	
15U	**	*		*
18R			2.5	
22R	**			
27R	**			
30R			2.5	
33R		62		
42	**		2.8	
47T			.8	
55			1.2	
64T			2.2	
83S				14,000
95S	**			*
97R/140T	**			*
125R			1.3	
130		60		
131S		90		
132R	**		3.3	
133S		250		
145R	**			
TOTAL	743	462	22.0 acres	14,000

Residential***

Parcels permitted 35 D.U./acre: 7, 8T, 10R, 12R, 13R, 15U, 18R, 28W and 111T

Parcels permitted 45 D.U./acre: 112T

Parcels permitted 75 D.U./acre: 64T, 100S, 101S, 102S, 103T, 113R, 125R and 97R/140T

In addition to the above, the following parcels will be permitted a variety of visitor-serving marine commercial uses: 20, 21, 41, 44T, 47T, 53, 54, 77W

In addition to hotel, commercial and residential development on Parcels 95S are 97R/140T, noted above, 40% of the development on these parcels may be office.

Note: As Phase II development may not generate more than 2,400 peak hour trips, total buildout as outlined above may not be possible.

*Restaurants and convenience retail are permitted as auxiliary uses in hotel construction.

**Individual parcels permitted hotel construction will be limited by 1) the overall Phase II hotel room ceiling (743 rooms) and 2) design standards as will be addressed in the Local Implementation Program.

***Maximum: 1,500 dwelling units. No more than 743 dwelling units may be constructed until all of the Phase II hotel rooms (743) have been constructed.

AREA A LAND USE DISTRIBUTION

	No. Acres
Water (Marina basin)	40
Hotel (Visitor-Serving)	22
Residential III	33
Residential V	4
Commercial (Visitor-Serving)	5
Mixed Commercial/Marine Commercial/Office/ Residential IV (100 units)	3
Open Space (Shoreline park and south shore mini parks)	15
Parking	7
Roads	12

Total	141 (including parcel 61; 2 acres)
Total Dwelling Units (Area A) - 1,226	
Total Visitor-Serving Commercial, not including hotels (Area A) - 200,000 sq. ft.	

AREA B LAND USE DISTRIBUTION

	No. Acres
Wetland, ecological support areas and buffers	209-215*
Residential III & golf course or other private open space	92
Residential V	20
Residential I (City of Los Angeles)	15
Convenience Commercial/Medical (70,000 sq. ft.)	5
Public Facilities	19
Roads	19

Total	385
Total Dwelling Units (Area B) - 2,333 (225 senior citizen units and 2,108 additional units)	

AREA C LAND USE DISTRIBUTION

	No. Acres
Residential III	40
Residential V	10
Mixed Office/Commercial (900,000 sq. ft. office) (100,000 sq. ft. commercial)	10
Convenience Commercial (50,000 sq. ft.)	4
Roads	9

Total	73
Total Dwelling Units (Area C) - 2,032	

Note: Not less than 15% of the dwelling units in Areas A, B and C will be low and moderate income units (see page II-105)

*Acreage cited is approximate--209 acres is a minimum figure for the Habitat Management Area. Final acreage designations will be defined as part of the Local Implementation Plan which includes a Wetlands Restoration Program. Furthermore, should the Implementation Plan designate the Bird Conservation Area or other area as the site for the youth hostel, acreage in Area B reserved for such use will be included in residential acreage.



I. INTRODUCTION

I. INTRODUCTION

A. Area Description

1. Ownership and Operations

The Marina del Rey/Ballona Local Coastal Plan covers 1,507 land and water acres (2.5 square miles) in the western section of the Los Angeles Metropolitan Basin. Located between the coastal communities of Venice and Playa Del Rey, the planning jurisdiction includes 804 acres of land and water owned by the County and operated by the Department of Beaches and Harbors, approximately 560 acres of undeveloped land owned by Summa Corporation, 92 acres of publicly owned and operated flood control channel (Ballona Creek), and 43.1 acres of land owned and operated by the Southern California Gas Company.

For convenience in this Coastal Plan, the coastal zone jurisdiction will be divided into five separate study areas shown on Maps 1 and 2, as follows:

Existing Marina del Rey, 804 acres (401 land acres, 403 water acres).

Area A, 139 acres of vacant land adjacent to the Small Craft Harbor west of Lincoln Blvd. and north of the Ballona Creek Flood Control Channel.

Area B, 385 acres of vacant land west of Lincoln Blvd. and south of the Ballona Creek Flood Control Channel. This planning area includes the north-facing Playa del Rey bluffs in the City of Los Angeles (40 acres added by Coastal Commission action, 1981).

Area C, 73 acres of vacant land lying east of Lincoln Blvd., and north of the Ballona Creek Flood Channel.

Ballona Creek Flood Control Channel, 64 acres between Areas A and B, 28 acres adjacent to Area C.

2. Legal Jurisdiction

Presently all areas included in this plan are in the unincorporated portion of Los Angeles County except the Playa del Rey Bluffs in the City of Los Angeles. Areas B and C are presently under annexation procedures to the City of Los Angeles. Until such annexation takes place in late 1983, officials of the City and County of Los Angeles have a cooperative agreement to jointly prepare the Local Coastal Plan for Areas B and C under conditions stated in the Coastal Commission-approved work program.

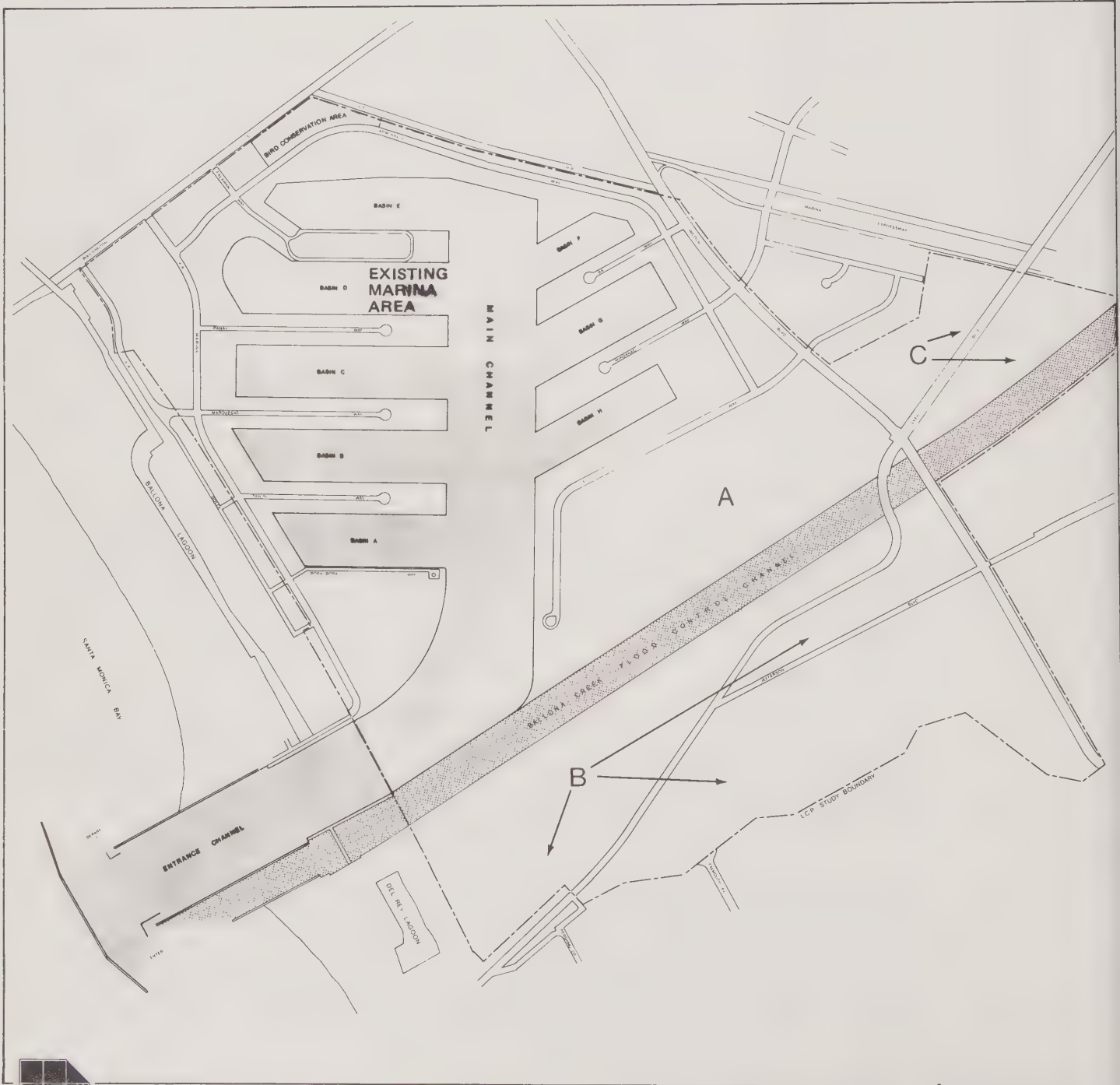
3. Existing Development

The existing Marina del Rey Marina began its development in 1962 when the dredging of the inland basin was completed. Today, the first generation of development of the Marina is nearly complete. The primary use is recreational boating for which the harbor was designed, providing 6,189 boat slips plus dry storage and launching. These major public recreational facilities are also included: Burton W. Chace Park, Admiralty Park and a protected public beach and picnic area.

The very existence of the Marina has provided an attraction to development around it. Both the boating and non-boating public are drawn to the harbor for recreation and relaxation. Twenty-six restaurants and 487 hotel rooms have developed to serve this public. A specialty retail and restaurant development, Fisherman's Village, is the largest single visitor attraction in the area. The Marina is also an attractive place to live, offering visual amenities, an active nautical environment, and opportunities to participate in boating and other coastal recreation. There are now 5,781 apartments in Marina del Rey, housing approximately 10,500 persons.

map 2

LCP AREA



Outside the Marina, development consists of the well-defined Ballona Creek flood control channel, a number of gas storage and observation wells with service road easements in Areas A and B, and a private riding stable near Culver Boulevard at the west end of Area B. Area C is vacant except for a little league field.

B. Planning Process

1. Issue Determination

During public meetings in the early part of the coastal planning process, a set of issues was identified relating to the Coastal Act of 1976 (e.g. coastal access, boating, environmentally sensitive habitat areas). Using the Coastal Commission-approved issues, the County of Los Angeles, supported by Los Angeles City planning staff, held a series of five public workshops in the Coastal Zone during May-July, 1981. Through this series of workshops, the public was presented with initial research analysis, initial findings, and possible policies and actions on all Coastal Act matters. These workshops covered:

- Marine Resources
- Cultural Heritage Resources
- Coastal Visual Resources
- Hazard Areas
- Shoreline Access
- Recreation and Visitor Serving Facilities
- Recreational Boating/Commercial Fishing
- Environmentally Sensitive Habitat Areas
- Agriculture
- Design Principles for New Development
- Circulation
- Housing
- Public Works
- Diking, Dredging, Filling and Shoreline Structures
- Industrial Development and Energy Facilities

2. Public Comment Review

The Los Angeles County Department of Regional Planning reviewed public workshop comments with an eye to strengthening both policy and accuracy of the initial workbook analysis. The three major areas of concern as discerned from workshop comments are the following: (1) Those of the boating community regarding additional boating facilities, (2) Those of groups and individuals concerned with environmental issues relating to wetland preservation, and (3) Those of groups and individuals concerned with the housing shortage especially as it relates to affordable and senior citizen housing. Among other comments, there were indications of concern for traffic congestion and public safety aspects of increased visitor usage.

3. Alternatives Submitted

Among the major concepts submitted for County review were the following: (1) Summa Corporation's Playa Vista Plan, previously entered into testimony before the County Board of Supervisors General Plan hearings in 1979, (2) the Friends of Ballona Wetlands Plan (not formally submitted to the County), (3) the Marina del Rey Lessee's Association Preliminary Land Use Plan and (4) the Marina Tenants' Association Land Use Plan Proposal.

Summa Corporation (Playa Vista Master Plan - May 1979)

Summa proposed a major urban development in Area A of some 1,200 dwelling units, two hotels, and creation of an additional boat basin with 600 slips; preservation of a buffered wetland and 2,225 dwelling units in Area B, and 2,000 dwelling units in Area C. Various traffic circulation improvements were proposed to mitigate the effects of new development.

Friends of Ballona Wetlands (Ballona Plan - May 1981)

The Friends' plan reflected a boat basin of 700+ slips in Area A and total preservation of all vacant land in the remainder of Area A and Area B. The plan proposed residential and hotel uses in Area C.

Marina del Rey Lessee's Association (Preliminary Land Use Plan: Marina del Rey - December 1981)

Generally, the Lessee's plan for the Marina (December 1981) proposed recycling of existing residential uses along the west side of the marina to higher densities with neighborhood and regional commercial, boating support, and visitor-serving facilities on the east side of the Marina. Furthermore, the plan proposed a "bowl concept" where mole structures would be of lower height and densities with structures of greater height and density towards the outer periphery of the Marina. The plan indicated several transit improvements, including an off-site park and ride facility.

Marina Tenants' Association (Land Use Plan Proposal - November 1982)

The Tenants' Plan proposed to remove all residential use from the western moles and substitute it with park and recreation areas with multi-use, visitor/public-serving facilities at mole ends. Medium and high density housing would be located west of Via Marina, along Admiralty Park, around the terminus of Fiji Way and on Parcel 125R ("bowl concept"). The eastern moles would be used primarily for boating-related and other commercial uses. The Plan also stressed handicapped accessibility and traffic mitigation measures.

Additionally, Summa traffic consultants, Barton-Aschman Associates, worked in close coordination and consultation with State and local traffic agencies in devising a circulation plan for the LCP.

4. Key County Studies

In addition to the private proposals previously mentioned, certain key studies performed by the County are essential to the Coastal land use planning process. These are:

- a. Biota of the Ballona Region, County Museum of Natural History; November 1981. Identification of wetland and support areas.
- b. Traffic of the Marina del Rey Area, Gruen Associates; February 1982. Evaluation of current and projected traffic Marina/Ballona Area.
- c. Urban Design Study, Marina del Rey, Gruen Associates; June 1982. Evaluates alternative futures for the Small Craft Harbor.
- d. Condominium Appropriateness-Marina del Rey, Gruen Associates; March 1982. Evaluates effects of condominium conversion in the Marina.

These studies, and those private studies previously mentioned were carefully considered in development of the Marina del Rey/Ballona Coastal Plan.

5. Design Goals

During the fifth and final workshop held July 30, 1981 a series of design goals were presented to the public, reflecting the County's objectives in carrying out this Coastal Plan. These goals were:

Recognize Constraints

- Wetlands and Buffer Area
- Existing Facilities Location
- Existing Facilities Capacity
- Ballona Creek Channel Location
- Road Capacities
- Lincoln Boulevard Location

Protect

- Wetland and Buffer Area
- Visual Resources
- Energy Facilities

Create

- Nature Center/Preserve
- Expanded Boating and Water Oriented Recreation
- Better Coastal Access
- More Visitor-Serving Facilities
- Housing, especially low/moderate income
- Jobs; light industrial and visitor-serving support
- Offsite Parking

These design goals will be carried out by assigning them to distinct areas, namely:

- Marina** Additional boating, visitor-serving and recreational facilities, housing.
- Area A** (adjacent to existing Marina) Creation of a major new boat basin, extension of Fisherman's Village, new visitor-serving hotels, housing.
- Area B** (south of Ballona Creek) Major protection and enhancement of the wetlands, and support areas including Playa del Rey bluffs,* housing.
- Area C** (east of Lincoln) Office/commercial center and Coastal Zone housing.

Map 3, page I-7, indicates schematically the general concept of the land use plan developed in greater detail throughout the remainder of the Local Coastal Plan.

6. LCP Priorities and Opportunities

The Coastal Act presents coastal jurisdictions along the entire California coast with a set of clearly enunciated, general priorities. These priorities include promoting recreational boating opportunities, increasing public access to the coast and its amenities, providing visitor-serving facilities and allowing for the preservation and protection of the natural coastal environment wherever appropriate and feasible.

Through preparation of the Marina del Rey/Ballona LCP, the County has embraced and promoted these priorities in addition to other priorities also supported by state policy, such as providing additional housing and generating more employment in the area.

The following chart lists these broad coastal priorities and the corresponding, specific opportunity the Marina del Rey/Ballona LCP area offers in the promotion of these priorities.

Priority	Opportunity (Marina del Rey/Ballona LCP area)
1) Increase Recreational Boating	1) Implementation of "Funnel Concept" in small craft harbor, creation of new Marina basin, and additional dry storage.
2) Increase public access	2) Additional viewparks and bulkhead access in the LCP area and trails and observation points in wetlands.

(continued)

*Note: The term Playa del Rey bluffs does not include the west-facing bluffs adjacent to Vista del Mar (Vista del Mar Bluffs).

Priority	Opportunity (Marina del Rey/Ballona LCP area)
3) Promote Visitor-Serving Facilities	3) Additional restaurants and hotels (particularly in Marina and Area A), extension of bike path and Marina Beach and parks improvement.
4) Ensure Natural Resource Preservation/Protection	4) Preservation/protection of Ballona Wetlands and adequate ecological support area.
5) Provide Additional Housing	5) Additional housing through new housing opportunities in Areas A, B and C as well as in the existing Marina area.
6) Provide Employment Opportunities	6) New marine commercial, retail commercial, visitor-serving and neighborhood serving commercial development.

C. Coastal Plan Concept

1. Plan Organization

The Marina del Rey/Ballona LCP is divided into three Policy Sections:

- Coastal Access and Recreation
- Marine and Land Resources
- New Development

Each section contains Policies and Actions visually reflected in the Marina del Rey/Ballona Land Use Map found in the LCP Summary.

2. Financial Feasibility

The Local Coastal Plan will be implemented financially by those who wish to further carry out implementation of the Coastal Plan. Through this development, public purposes will be served by the provision of:

- Wetlands restoration.
- Road, street, and transit improvements to enhance Coastal Zone circulation.
- Coastal access and recreation facilities improvement (including pedestrian and bicycle access as well as construction and maintenance of walkways and bikeways).
- Housing opportunities.
- Employment opportunities.

3. Constraining Development

Unbridled development would so congest public facilities, particularly the street system, as to destroy the attractive and relaxing ambiance of the Marina and new development as planned in Areas A, B and C — discouraging public access to significant coastal resources. Therefore, development is carefully constrained by permitting new development only as circulation capacity is improved via transportation improvements outlined in this LCP to adequately serve both new development and public access.

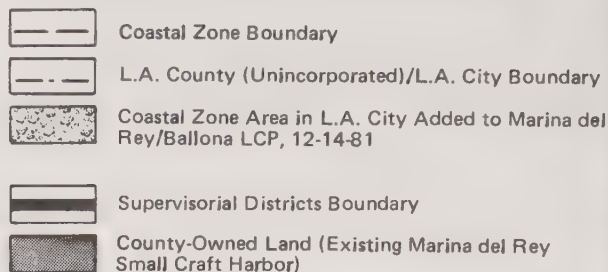
map 3

LCP CONCEPT



marina del rey/ballona

JURISDICTIONAL AREAS



The Marina del Rey/Ballona LCP Study Area includes all L.A. County (Unincorporated) lands, shown on this map, within the Coastal Zone — with the addition of the L.A. City Coastal Zone area noted above.



II. MARINA DEL REY/BALLONA PLAN POLICIES

- A. Coastal Access and Recreation**
- B. Marine and Land Resources**
- C. New Development**

A. Coastal Access and Recreation Policy

- 1. Shoreline Access**
- 2. Recreation and Visitor-Serving Facilities**
- 3. Recreational Boating/Commercial Fishing**

a. Coastal Act Policies

30210. *In carrying out the requirement of Section 2 Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

30211. *Development shall not interfere with the public's right of access to the sea where acquired through use, or legislative authorization, including, but limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

30212. *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1), it is inconsistent with public safety, military security needs or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Section 66478.1 to 66479.14, inclusive, of the Government Code and by Section 2 of Article XV of the California Constitution.

30252. *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential of public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

b. Issues Identified

- Access to the shoreline is limited to a certain extent by leased development. Given special Coastal Act provisions for public access, future development has the potential for providing greater shoreline access. HOW WILL GREATER ACCESS TO WATER AREAS BE INCORPORATED INTO FUTURE DEVELOPMENT?
- Safety and security in the Marina are important to residents, boaters and visitors. Public accessways, private boats, apartments and commercial uses all require special security precautions. WHAT ARE THE CURRENT POLICING/SECURITY PROBLEMS AND HOW WILL THEY CHANGE IN THE FUTURE?
- The County has a goal of encouraging public use of the Marina. In so doing, the public's use and proximity to development must be balanced with leaseholders property rights. HOW WILL LEASED PROPERTY RIGHTS BE PRESERVED WHILE ALLOWING FOR MAXIMUM PUBLIC ACCESS?
- Public parking in the Marina is very important because of the County's policy of maximizing recreational use of the area. However, the locations and size of parking lots may not be sufficient to handle peak periods. HOW CAN PUBLIC PARKING BE IMPROVED?

c. Research Analysis

The Marina del Rey/Ballona Study area is separated from the Pacific shore by the City of Los Angeles incorporated territory. Within the LCP study area, shoreline frontage consists only of the Marina entrance channel, the Ballona Creek flood control channel, and the 9.2 miles of jetties and bulkheads facing the Marina Harbor itself.

Regional access to the waters of Marina del Rey consists of the system of freeways and major and secondary highways joining the area to the entire county. Local shoreline access is provided by the network of local streets, driveways, bike paths, walks, and open spaces permitting direct access to the harbor and creek waters (See Existing Access Map, page II-4).

Nearly all of the existing Marina shoreline is open to the general public; access is as follows:

Property leased from the County, open to the public

Approximately 5.5 miles of shoreline located along basins A, B, C, portions of basins D, E, G, H, and Fisherman's Village.

Property leased from County, open to public, limited (7:00 a.m. to 9 p.m.)

The quarter mile portion of Promenade Way adjacent to the Marina Towers.

Public (County) property, open to the public

The nearly 3 miles adjoining the north jetty, south jetty, the beach, portions of basins D, E, H, Palawan Way (a perimeter mole road), library, Burton Chace Park, launching ramp, Harbor Administration facilities (partial), and the bike path.

Property leased from the County, subject to restrictions

The almost two and one-half mile portion of the harbor bordering Mariner's Village Apartments, Del Rey Yacht Club, California Yacht Club, Stor-a-Boat Rent-a-Sail, county maintenance center, Aggie Chris Craft, Windward Yacht Center, the Villa Venetia Apartments, and the southerly bank of Ballona Creek.

While public safety dictates the exclusion of the public from certain areas, 8.75 miles (78%) of the 11.25 miles of shoreline in the Marina del Rey/Ballona LCP study area is open to public access — all of which is served by paths, walks, drives, or streets.

— Local Transportation

Figure 1, following page, lists the transportation serving the study area:

FIGURE 1

LOCAL TRANSPORTATION

Type	Method	Route
Private	foot	local streets, drives, footpaths
	bicycle	South Bay Bicycle Trail, local streets, drives
	automobile	via 90 and 405 freeways, local streets, and drives
	boat	Marina Entrance and Main Channels, various basin fairways
Public	bus	Culver City local bus routes Nos. 2 and 5 (nearby)
		Santa Monica local bus route No. 3
		RTD freeway bus lines Nos. 437 and 438 linking Marina del Rey with downtown Los Angeles (rush hour)
		RTD local bus line No. 220 connecting Fisherman's Village with LAX, Beverly Hills and West Hollywood
		RTD local bus line No. 108, linking Marina del Rey to South Los Angeles and Pico Rivera
		RTD local bus line 115 linking the Marina del Rey/Ballona area with Norwalk and points in between
	boat tours	Marina Entrance and Main Channels
	taxi	same as automobile

In addition to commercial parking in the area, there are 10 public parking facilities in the Small Craft Harbor (See Existing Land and Water Recreational Use Map, page II-14)





— **Access Improvements**

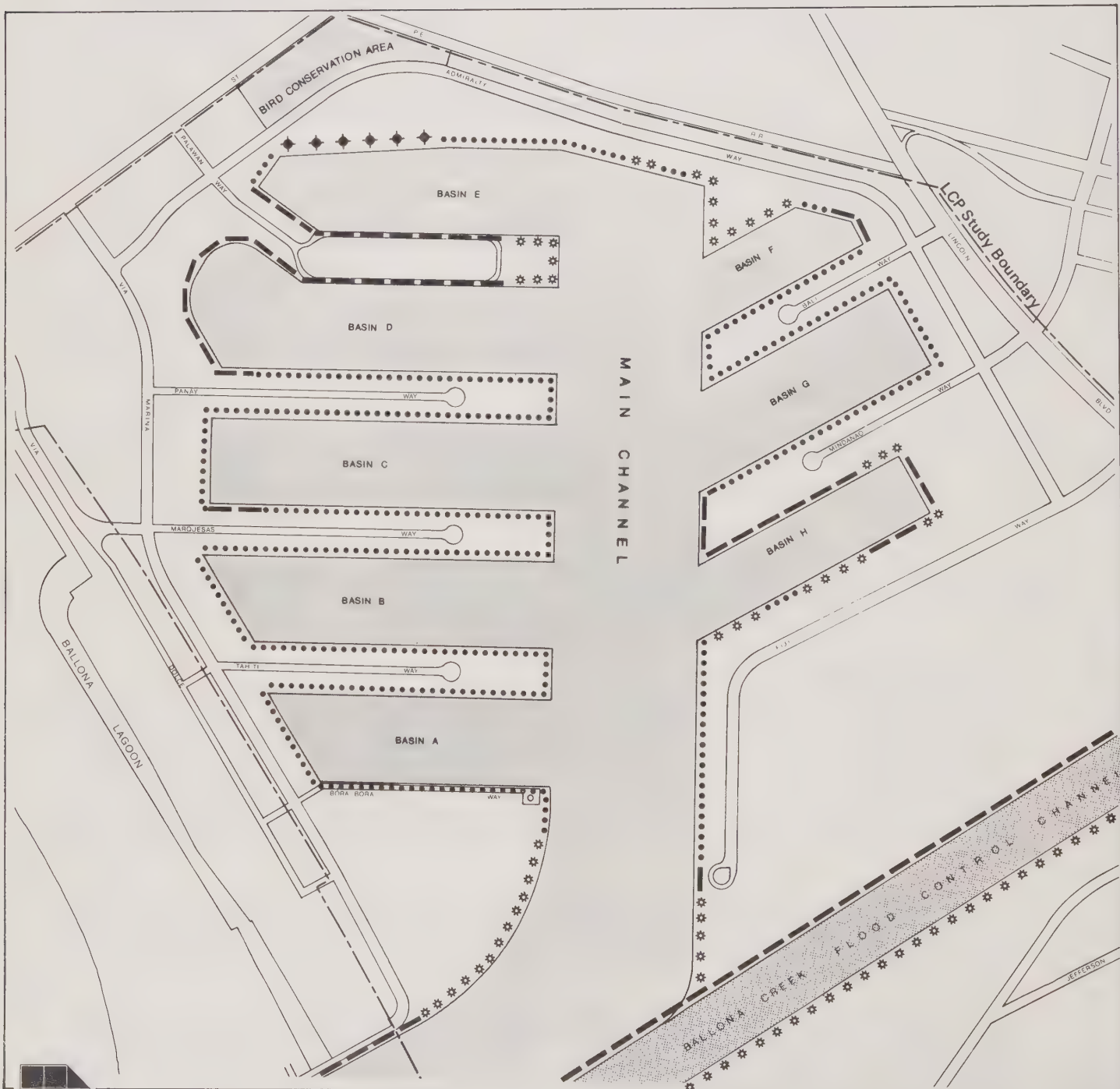
The provision of additional public access to the Pacific shore at Venice Beach, consistent with Coastal Act Policies 30210 and 30252, can be achieved by creating an internal Marina del Rey shuttle system with stops on a loop that heads south and west on Via Marina, north on Pacific Avenue in the City of Los Angeles and then east along Washington Street to Via Marina, then to Admiralty Way to complete the loop linking to another internal shuttle route to Fisherman's Village and the new basin in Area "A". (See Shoreline Access Improvements Plan Map, page II-5.) This system is part of a larger shuttle system which will link together all parts of the Marina del Rey/Ballona area.

Further access to South Venice Beach could be provided through creation of public pathways leading from the Marina area to Marina Peninsula bridges across the Gran Canal (Ballona Lagoon). (See Shoreline Access Improvements Plan Map, page II-5.) This option should be explored with the City of Los Angeles.

Additionally, the south side of Ballona Creek will be opened to pedestrian and foot traffic and the westernmost 1400 feet of the south jetty would be paved to enhance pedestrian access. Two views piers and a bicycle rack at the intersection with the Pacific Avenue bridge will also be provided.

EXISTING ACCESS – MARINA AREA

- | | |
|---|--|
|  | Open to Public (County Property) |
|  | Open to Public (Private Property) |
|  | Open to Public - Limited (Leased from County)
7 a.m. - 9 p.m. |
|  | Restricted Access |






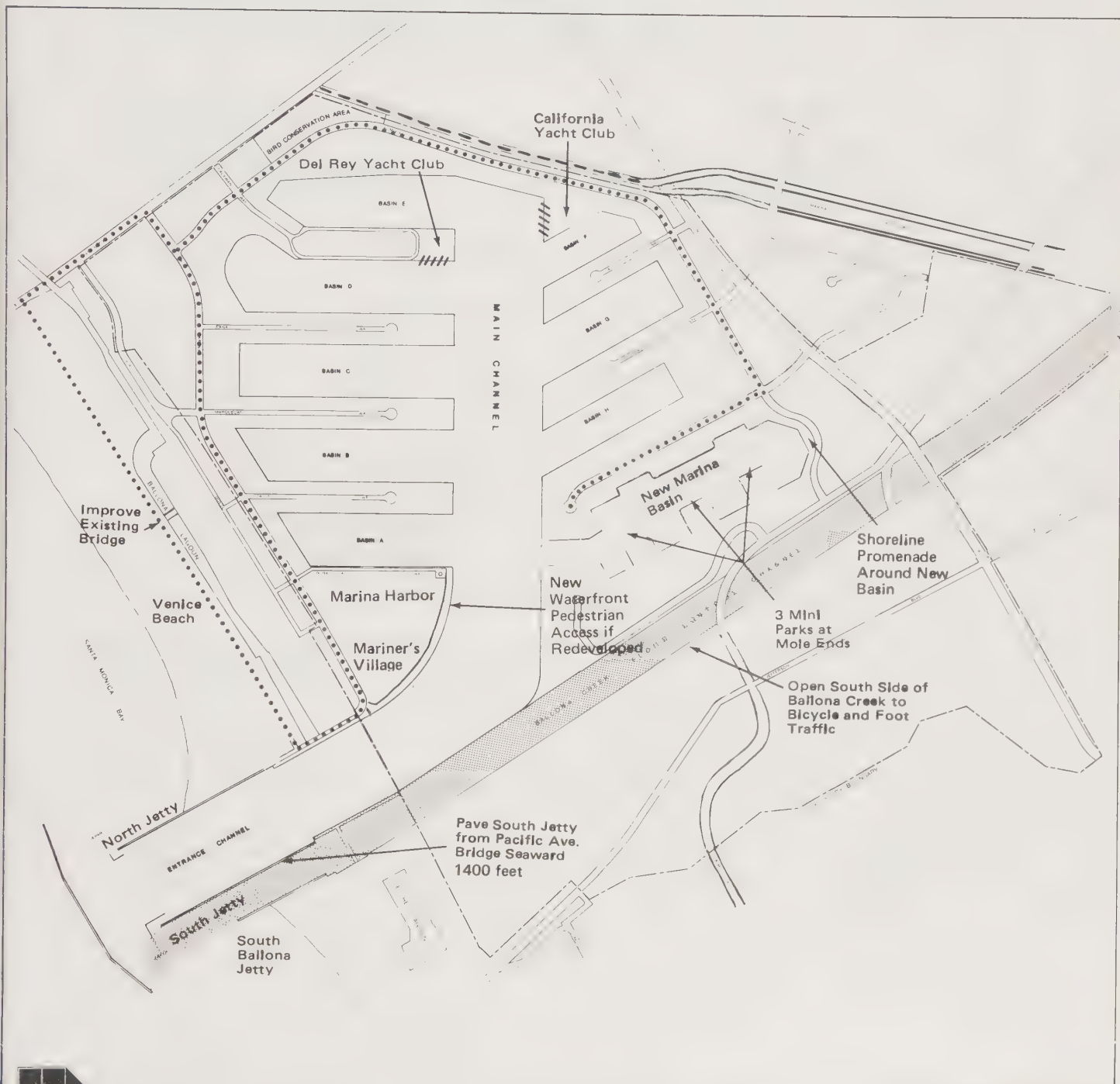
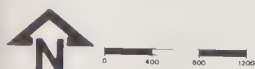
local coastal program

marina del rey/ballona

map 5

SHORELINE ACCESS IMPROVEMENTS PLAN

-  Route of Proposed Shuttle (South Venice Beach "Loop" and Link to New Area A Development)
-  Route of Proposed "Marina Bypass" and Transit Line (see Design Principles for New Development and Circulation Chapters)
-  Increased Bulkhead Access Provided by Yacht Clubs (contingent upon greater than 10% landside intensification)



- **Additional Bulkhead Access**

Marina Harbor (Parcel 112T) and Mariner's Village (Parcel 113R) will provide access along their bulkheads aligning the Main and Entrance Channels in any redevelopment on their parcels (see Map 5, preceding page).

Parcels 30R and 132R will open up 50% of their shoreline to public access if greater than 10% intensification occurs on the landside portions of their parcels. (See Map 5, preceding page.)

- **Additional Shoreline Access, Area A**

The design of the proposed small boat basin in Area "A", provides an opportunity to expand public access to the shoreline pursuant to Coastal Act policy 30210. A promenade is proposed along the periphery of the new boat basin to serve pedestrians. While the existing Southbay Bikeway would be broken on Fiji Way by the new basin entrance channel, the plan calls for a reconnection of the bikeway along an extended Admiralty Way to connect with the Baldwin Hills link of the Southbay Bikeway along the south jetty (Coastal Act policy 30252). This system would relieve some of the hazards associated with traffic on Fiji Way.

- **Summary of Access Improvements**

The preceding access improvements will be implemented as development in these areas proceeds. New public shoreline access as explained above will add approximately 2,700 linear feet in the existing marina, approximately 10,700 linear feet in Area A and approximately 10,800 linear feet by opening the south side of Ballona Creek.

- **Public and Leaseholder Rights in the Marina del Rey Small Craft Harbor**

Public Rights in Marina del Rey

Public rights emanate from the fact that Marina del Rey is a publicly owned harbor to which the general public is guaranteed certain access. Public access and use of lessee facilities, such as apartments and boat slips, are subject to the developer's contractual rights outlined in their County lease agreements. Access and use of County-constructed and operated facilities (parks, launch ramp, public beach) are subject to the County's recreational policies established by the County Board of Supervisors.

Leaseholder Private Rights in Marina del Rey

Of the Marina's 804 acres, 260 acres of land and 144 acres of water are leased to the private sector under long term land leases. These 56 leases were awarded by open competitive bids in the early and mid 1960's. The developers were required to construct improvements on unimproved parcels in conformance with authorized uses designated in their leases and pursuant to a master plan for Marina del Rey. Most leases run for 60 years.

In entering into these contracts, the County retained certain controls over the private developer to ensure the facilities were constructed in a timely manner and thereafter operated in a manner consistent with the County's goal of encouraging public use of the project. These controls provide the County the right to (1) approve all construction on the leaseholds to ensure both use and architectural mandates are met; (2) ensure prices charged for facilities and services are fair and reasonable to the user public, while entitling the lessee to a fair and reasonable return on investment; (3) control commercial sublease agreements in compliance with authorized uses of the leaseholds; and (4) ensure adequate maintenance of leasehold facilities.

The lease agreements outline the parameters within which each private developer must operate. The private rights of these developers are best summarized as one of contractual law.

Restricted Use/Usage Problems

Higher levels of use place great demands, at times, on traffic circulation and parking.

Areas of more intense use are as follows:

- High Usage: North Jetty, the beach, and the launching ramp
- Moderate Usage: Fisherman's Village, South Jetty, and Burton Chace Park

While public access is an issue of concern and a theme found throughout the Coastal Act, the demands of safety and security (Coastal Act policy 30210) require that certain areas be precluded or restricted from public entry. Public safety concerns dictate excluding the public from areas maintaining potentially hazardous activities, such as boat yards, maintenance yards, flood control projects, and private launching facilities. Caution must also be exercised around boat slip areas where the non-boating public need to understand boating safety concerns such as proper disposal of smoking materials. Access to environmentally sensitive areas should be controlled so as to not degrade these natural resources.

To invite maximum use by the public, access to shoreline requires:

- 1) public awareness
- 2) physical presence
- 3) legal access

Physical presence and legal access to the shoreline are available and consistent throughout most of the Marina. However, public awareness of shoreline access varies as follows:

Maximum Awareness:	Shoreline adjacent to public attractions such as Fisherman's Village, the beach and Burton Chace Park and the south Jetty.
Moderate Awareness:	Shoreline adjacent to the South Jetty and vehicular routes like Palawan Way.
Minimum Awareness:	Shoreline adjacent to private and commercial uses like apartments and boat clubs.

As a first step toward increasing public awareness of coastal access points, the County of Los Angeles already has contributed information on the Marina del Rey section of the California Coastal Access Guide, published by the California Coastal Commission (reproduced at the end of this chapter).

d. Findings

- The existing Marina has provided a well developed public shoreline access system.
- The Marina has no shoreline in the traditional sense of beach shoreline; but rather a continuous bulkhead of functioning boating-related uses.
- Public awareness of all shoreline access areas presently available in the Marina should be increased.
- Expanded parking capacity is needed for shoreline access in high use areas.
- Unconstrained development would ultimately result in unacceptable heavy traffic congestion restricting public access to the shoreline.
- Though the south bank of Ballona Creek is a gated and locked Flood Control maintenance road, it is commonly used by the public. (This is potentially unsafe.)

e. Policies and Actions

1. Maximum public access to and along the shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public accessways shall be protected and maintained and new development adjacent to the shoreline shall be required to provide public shoreline access consistent with the above.
2. Work with the Southern California Rapid Transit District to provide the capability to transport bicycles to the Marina area.
3. Work with the Southern California Rapid Transit District to incorporate peak period/peak event scheduling for the Marina area.
4. A light rail or other subregional transit system shall be established, if found feasible by local, regional or state agencies, to interconnect important destinations throughout the study area. This system shall be linked to the regional RTD system, shall serve the existing Venice Boulevard beach parking facility and multi-modal transit stations to be located within Area A and Area B along Lincoln Boulevard and should extend to LAX. One or more Coastal Transportation Funds shall partially implement this system.

Even though they may be supplemented by other sources, the Coastal Transportation Funds shall be administered by the County of Los Angeles, the City of Los Angeles, the L.A. County Transportation Commission or other appropriate agency and shall include mitigation fees from new development proposed in Venice, Marina del Rey/Ballona and Playa del Rey LCPs. These fees shall be determined by local government agencies at the time of subdivision pursuant to the State Map Act or other final project approval phase and shall be used to fully mitigate traffic impacts. To further insure full mitigation for traffic impacts, a shuttle bus system serving Venice and Playa del Rey beaches, connecting to park-and-ride facilities to be located at the existing Venice Boulevard median parking lot, Marina Freeway extension, Jefferson and Lincoln intersection, Dockweiler State Beach parking lot north end, or alternative sites substituted in the general area, shall also be implemented by the Coastal Transportation Funds.

5. Public awareness of shoreline accessways and public areas shall be promoted by the provision of appropriate signs, outdoor exhibits and brochures. New development in the existing Marina and in Area A shall be required to incorporate the following informational features to improve the public's awareness of access opportunities:
 - a. Outdoor maps indicating the location and type of public accessways and parks
 - b. Identifying and directional signs
 - c. As appropriate, facilities for brochures and other informational aids
6. New development in the existing Marina and Area A shall be designed to improve public access to and along the shoreline. A continuous, 20-foot wide pedestrian shoreline promenade shall be provided along the bulkhead in the new Area A marina basin. New development adjacent to the bulkhead in the existing Marina, subject to safety and security considerations, also shall provide pedestrian accessways along the bulkhead. Any recycling or substantial expansion (over 10% of existing land based internal floor area) of the Del Rey or California Yacht Clubs shall require the provision of a minimum of 50% of the shoreline be made available for a public pedestrian access promenade.
7. In Area B, public access to and along the boundaries of the wetlands shall be controlled to protect sensitive habitats (i.e., bird nesting areas) from human intrusion. Public access may be limited to specific hours or times of the year and shall be confined to carefully located paths and viewing areas designed to protect fragile wetland resources.
8. New development in the existing Marina and Area A shall provide for public access from the first public road to the shoreline in accordance with Map 5.

9. Work with the County Flood Control District to provide for public access to the southerly shoreline of Ballona Creek consistent with wetlands protection.
10. Work with existing commercial developments to provide a program to make parking available to the general public during their slack time (weekends) to help meet the public recreation peaks on weekends.
11. Where feasible in second generation development in the Marina, provide access and viewing points for viewing of boats as a popular activity, particularly at mole ends.
12. Develop pedestrian access along the south jetty by providing paving, improvements, and view piers and bicycle racks at the Pacific Avenue Bridge.
13. In conjunction with development in Areas A and B, provide bikeway along extended Admiralty Way to existing bikeway along south jetty, along south Ballona jetty and along realigned Culver Blvd. through Area B.
14. Develop an access plan in conjunction with the City of Los Angeles; Marina del Rey/South Venice Beach to enhance pedestrian and bicycle access.
15. Provide waterfront pedestrian access on parcels 112 and 113 in conjunction with second generation development (see Phase II land use proposals, Design Principles For New Development Chapter).
16. Provide a small waterfront viewing park of not less than 500 square feet which may be on platform over the bulkhead on parcels 112 and 113 if feasible in conjunction with second generation development. New development on these parcels shall also provide a small, water-oriented commercial area along the Main Channel with public view areas. Adequate parking for public viewing of Main Channel activity should be incorporated (see Phase II land use proposals, Design Principles For New Development Chapter).
17. If feasible, construct a pedestrian overpass from Mar Vista homes (north of Marina del Rey) to the existing Marina over the proposed Marina Bypass.



Los Angeles County

MARINA DEL REY



NAME	LOCATION	FACILITIES															ENVIRONMENT						
		Entrance/Parking Fee	Parking	Restrooms	Lifeguard	Campground	Showers	Firepits	Stairs to Beach	Path to Beach	Bike Path	Hiking Trail	Facilities for Disabled	Boating Facilities	Fishing	Equestrian Trail	Sandy Beach	Dunes	Rocky Shore	Upland from Beach	Stream Corridor	Bluff	Wetland
Marina del Rey Harbor	South of Venice, Marina del Rey	1	•	•						•		•	•	•			•			•			•
Main Channel View Park	Along entrance channel, Marina del Rey																						
Public Beach	End of Basin D, Panay Way, Marina del Rey		•	•	•	•						•	•		•		•			•			
Promenade Walkway	In front of Marina City Club, Marina del Rey																						
Admiralty Park	Admiralty Way, Marina del Rey		•	•						•									•				
Burton Chace Park	Basin H, W. end of Mindanao Way, Marina del Rey		•	•	•		•								•				•				
Fisherman's Village	Basin H, Fiji Way, Marina del Rey	2	•	•									•	•					•				
Marina del Rey Bike Path	Around perimeter of Harbor, Marina del Rey									•									•				

MARINA DEL REY HARBOR: Built in 1960, the largest artificial small-craft harbor in the world, with more than 6,000 private pleasure craft. Facilities include public boat slips (waiting list), marine supplies, hoists, fuel docks, and fishing charter boats. There are also shops, restaurants, hotels, and 7 yacht clubs. A public boat launch ramp at Basin H, Fiji Way, is 10-lanes concrete with floating docks; open 24 hours. Fee for parking and use of ramp. Adjacent to the ramp is a public dry storage boating facility; fee. There are also private facilities for boat rentals and dry boat storage. Special events include the Christmas Boat Parade, the annual boat show at Burton Chace Park, and the California Cup Race.

Guest berths with water, electricity, restrooms, and showers are available at Basin H; transients report to Harbormaster for berth assignment. Advance reservations recommended. The Harbormaster is on the east side of the bend in the main channel. Mailing address: Administration Bldg., Fiji Way, Marina del Rey 90291. Call: (213) 823-4571. The Marina Information Center is at Basin H, 4701 Admiralty Way, Marina del Rey 90291. Call: (213) 882-0119. Open daily in the summer, and on weekends and holidays the rest of the year. Home of the Marina del Rey Chamber of Commerce; (213) 821-0555.

Mass Transit: Rapid Transit District (RTD) Routes 108 and 220; Routes 437 and 438 peak rush hours only. Santa Monica Municipal Bus Lines (MBL) Route 3.

MAIN CHANNEL VIEW PARK: Walkway with benches along both sides of the entrance channel of the harbor; fishing from jetties on either side.

Mass Transit: RTD Routes 108 and 220; Routes 437 and 438 peak rush hours only.

PUBLIC BEACH: Swimming beach and hand launching, open all year. Free for hand-launched, non-motorized boats weighing less than 200 lbs.

Mass Transit: RTD Route 108; Route 437 peak rush hours only.

PROMENADE WALKWAY: Public accessway along the bulkhead in front of the Marina City Club. Walkway open 6 AM-9 PM; Marina City Club is private.

Mass Transit: RTD Route 108; Route 437 peak rush hours only.

ADMIRALTY PARK: Under construction, a linear, grassy park along Admiralty Way between Lincoln Blvd. and Washington St. Parking fee. The Marina del Rey Bike Path runs along one edge.

Mass Transit: RTD Route 108; Route 437 peak rush hours only.

BURTON CHACE PARK: 8-acre park with a panoramic view of the main channel. Transient boat docks, picnic shelter, watchtower, fishing dock, and fish cleaning facility. Annual in-the-water boat show. Parking at the park is free only on weekdays during the daytime.

Mass Transit: RTD Route 108; Route 437 peak rush hours only. Santa Monica MBL Route 3.

FISHERMAN'S VILLAGE: Commercial area which offers shops, galleries, restaurants, sail, power, and sport fishing boat charters and rentals, fishing licenses, bait and tackle, and a view of the harbor. (213) 823-5411. Parking fee. Harbor cruises on the Marina Belle, which leaves every hour from the Boat House in the southern part of Fisherman's Village, 13727 Fiji Way, (213) 822-1151.

Mass Transit: RTD Route 220; Route 438 peak rush hours only.



Fisherman's Village

The Department of Regional Planning notes the following factual errors:

1. Marina del Rey Small Craft Harbor charges no entrance fee.
2. Fisherman's Village charges no entrance or parking fee.
3. Entrance Channel View Park with benches--along north side only (north jetty). View Park also includes view piers. South jetty may be used for walking, fishing and biking.
4. Public beach also features a handicapped ramp, with wheelchairs provided free of charge.
5. Admiralty Park has been completed.

a. Coastal Act Policies

- 30212.5. *Wherever appropriate and feasible, public facilities, including parking shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*
30213. *Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.*
30220. *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*
30221. *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*
30222. *The use of private land suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal dependent industry.*
30223. *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*
30250. *(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.*

b. Issues Identified

- There is a wide variety of non-boating recreational activities sharing public use areas in and adjacent to the Marina. The use of these activities is largely dependent on public awareness of opportunities available. TO WHAT EXTENT SHOULD A BALANCE OF THESE ACTIVITIES BE PRESERVED OR CHANGED?
- The provision of lower-cost recreational facilities is a trust of local government as well as a requirement of the Coastal Act. IS THERE A DEFICIT OF LOWER-COST RECREATIONAL FACILITIES IN AND ADJACENT TO THE MARINA?
- IS NO-FEE BEACH PARKING DESIRABLE OR FEASIBLE IN AND ADJACENT TO THE MARINA?

c. Research Analysis

— Recreational Activities Other Than Recreational Boating in and Adjacent to the Marina

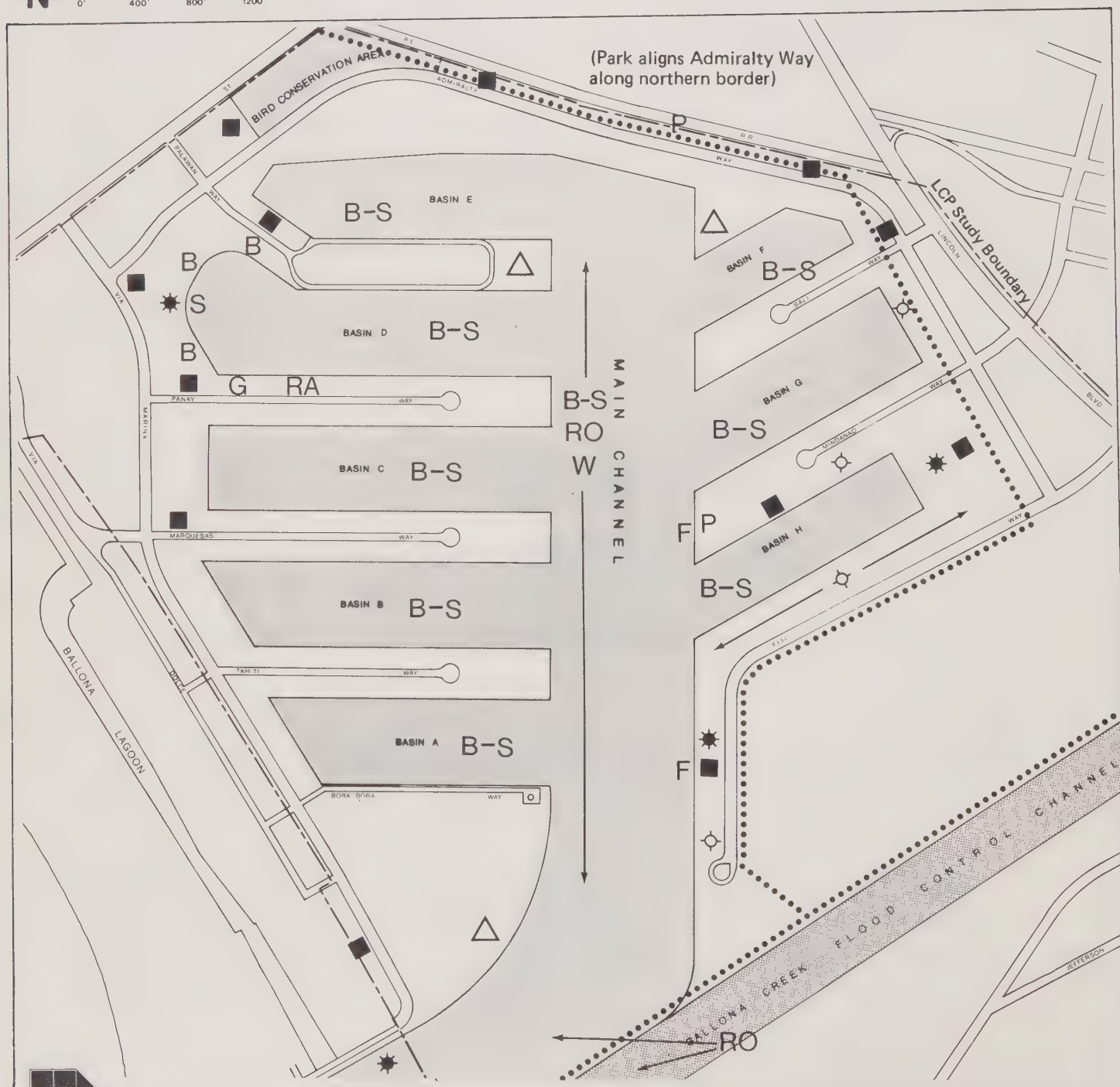
A variety of non-boating recreational activities are located within the Marina del Rey/Ballona LCP study area. These can be classified as either public, leased, or commercial recreation.

Public Recreation consists of those activities provided at minimal or no cost to users. Surrounded by water on three sides Burton W. Chace Park, located at the end of Mindanao Way, provides a community center, entertainment, picnic shelters and fishing dock. Besides swimming and sunning, the Marina Beach, located along Admiralty and Via Marina, between Palawan and Panay, provides handicapped ramp facilities, picnicking (tables and barbeque stands) and volleyball. For the walking/jogging, rollerskating, and biking enthusiasts, the Los Angeles County South Bay Bicycle Trail, a 19.1 mile bike path from Torrance Beach to Santa Monica, outskirts the developed marina. Fishing is permitted along the docks in front

map 6

EXISTING LAND AND WATER RECREATIONAL USES – MARINA AREA

WATER		LAND	
B-S	Boating/Sailing	P	Park
W	Windsurfing	B	Beach
RO	Rowing	Bike Path (also jogging rollerskating)
S	Swimming	RA	Racquetball
F	Fishing	G	Gym
		△	Restricted Use
		⊙	Limited Use (Safety Precautions)
		■	Public Parking
		★	High Use Area



of Fisherman's Village. Fisherman's Village also offers sightseeing opportunities (both of the Village and the Main Channel), shopping, eating and equipment rentals. Viewwalking is likely to take place along the marina bulkheads and north and south jetty promenades. Spectator events include scheduled regattas, crew races, boat parades, sailing races, and park concerts. Bird watchers and nature study participants have used the south levee of the Ballona Creek flood control channel to view the undeveloped property in Area B.

Additionally, Admiralty Park, located along Admiralty Way in the northern portion of the Marina, offers an attractively landscaped public open space with opportunities for strolling, sitting, sunbathing and bicycling.

Leased Recreation consists of those facilities which require some form of membership or residence for facility use. UCLA offers various water-oriented sports classes, including windsurfing and sailing, at their boathouse located southerly of the Fiji Way terminus. Many of the apartment complexes provide a variety of recreational amenities for their tenants such as paddle tennis courts, tennis courts, swimming pools, and jacuzzis. Further, Marina City Club, located on Admiralty Way across from the Bird Conservation Area, provides health club facilities for both resident and non-resident club members. Facilities/activities include swimming pools, tennis, racquetball, exercise and weight rooms, jacuzzis and saunas. Boy Scouts of America, Great Western Council maintains the Pardee Scout Sea Base which provides various boating activities and instruction on boat maintenance.

A horse-boarding stable is at the southwest corner of the undeveloped Area B, near Del Rey Lagoon. Landowners in the area have indicated that the horse-boarding stables will be phased out.

Commercial Recreation includes those privately-owned activities open to the general public for a set fee. Narrated harbor tours, ocean cruises and seasonal whale watching excursions are provided at Fisherman's Village, as well as sportfishing, sailing instruction and boat rentals. A variety of classes and rentals are also provided elsewhere in the Marina. Bike rentals are available at several locations and for those who enjoy indoor sports, there is Holiday Harbor Racquetball Courts located on Panay Way. Additional facilities, including tennis courts and health clubs, are located in proximity to the study area and are available to visitors and residents of Marina del Rey.

Visitor-Serving Facilities are considered recreational and provide service to those who reside in or visit the Marina del Rey area. As of 1982, three shopping centers offer a wide range of goods and services: Marina Shopping Center at Admiralty Way, between Mindanao and Fiji Ways; Fisherman's Village at Fiji Way near the Administration Building; and the Marina International Shopping Center located at Washington Street between Palawan and Via Marina. Four hotels and two motels provide 752 rooms. Two new hotels (Marina Beach and Marina Plaza), recently approved by the Coastal Commission and a hotel addition for Marina City, recently approved by the County, would provide over 900 more rooms once constructed. Twenty-eight restaurants with a total seating capacity of approximately 8,641 seats are located throughout the marina and are considered inexpensive to moderate in price. Public visitor-serving facilities include the information and central directories. The Marina Information Center, a permanent structure recently completed at the corner of Mindanao and Admiralty Ways, has a staff as well as informational brochures and other information.

Support Facilities include those necessary services and/or uses which maintain the recreational opportunities of the Marina. Beaches and Harbors, Fire, Sheriff, Harbor Patrol, Library, Parks Maintenance and Coast Guard maintain offices in the marina and provide various service and administrative functions. An adequate number of public restrooms and drinking fountains are currently provided at Fisherman's Village, Marina Beach, Burton W. Chace Park, the public launching ramp, and the Administration Office. Additional facilities will be available at the information center upon completion. One locked restroom facility for transient dockers is located next to Chace Park. (Another at the same location appears to be needed). Further, to ensure the aesthetically clean atmosphere at the Marina, Beaches and Harbors adequately maintains a sufficient number of refuse containers throughout the facility.

map 7

VISITOR – SERVING FACILITIES PLAN – MARINA AREA

EXISTING VISITOR ACCOMMODATIONS

1. Marina del Rey Marriot - 281 Rms.
(adjacent to study area)
2. Marina del Rey Hotel - 160 Rms.
3. Marina City Hotel - 110 Rms.
4. Marina Intl. Hotel Villas - 136 Rms.
5. Jamaica Bay Inn - 42 Rms.
6. Foghorn Harbor Inn - 23 Rms.

*Existing Restaurants

PROPOSED VISITOR ACCOMMODATIONS

Phase I

7. Marina City Hotel - 500 Rms.
8. Marina Beach Hotel - 300 Rms.
9. Marina Plaza Hotel - 300 Rms.

Phase II - 743 Rms., Total
New Hotels

10, 11, 12, 13, 14
Additional Rooms
2, 4, 5, 6



Various public parking facilities are also located throughout the Marina. Approximately seventeen (17) parking lots provide approximately 2,950 parking spaces with portions of the public parking located near the launching ramp, Marina Beach, north jetty promenade, bird conservation area, and Burton W. Chace Park (see Map 6, page II-12). Fees range from free: 419 spaces at Fisherman's Village and 186 at 4220 Admiralty Way; metered: 62 on site at Chace Park; and an all day charge: 50 cents per car and \$1.50 per car and trailer at launching ramp and 50 cents per car at all other lots. Parking demand varies by time (weekend - heavy), use (beach and north jetty promenade on weekend-daytime - heavy), and the scheduling of special events (i.e., regattas, boat parades, boat races, etc.).

— **The Provision of No-Fee Parking in and Adjacent to the Marina**

Public parking fees in the highly popular marina are low in comparison to other dense, visitor-serving coastal areas in the County. While not free, these fees have intentionally been kept low so that no one from the general public would be excluded from using the Marina's recreational facilities.

Past and present marina land use planning has provided for overflow parking, although not always in proximity to high use areas. Thus, a shuttle system may be necessary. The feasibility of providing for and meeting the operating costs of such a system is discussed under the Shoreline Access and Circulation Chapters.

— **Recreational Opportunities in Area A**

In addition to the large number of public boat slips which will be provided in conjunction with the proposed development of Area A, the LCP recognizes the opportunity for provision of a shoreline promenade adjacent to the new marina basin, 3 small parks on the south shore and a rerouting of the existing bicycle path in the area pursuant to Coastal Act policies 30213 and 30222.

To serve visitor-serving needs, two hotels and an expanded Fisherman's Village (with a mixed commercial/residential area) are planned.

Low-cost and/or free public parking and sufficient support facilities would, of course, be required. (Development in Area A is more extensively addressed in the Design Principles For New Development Chapter.)

— **Recreational Opportunities in Area B**

As part of the wetlands preservation/enhancement program in Area B, an interpretive center with observation points and trails is also planned (see Environmentally Sensitive Habitat Areas Chapter).

Area B has also been designated as an alternate site for a youth hostel.








Finally, development in Area B will create opportunities for additional bicycle routes and hiking trails as well as an 18-hole golf course or other private open space.

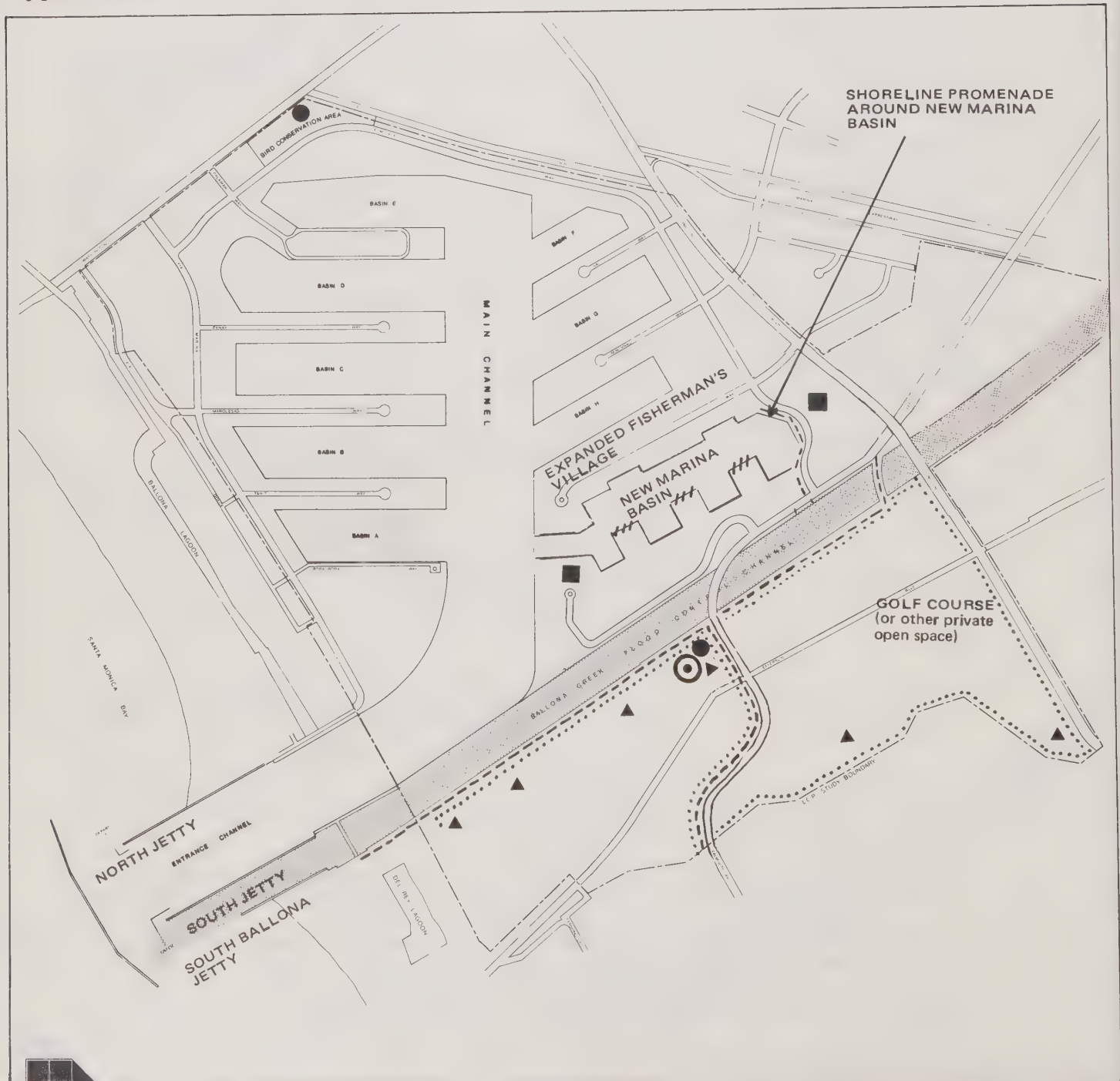
d. **Findings**

- A wide variety of non-boating recreational activities, free or at reasonable costs, are presently (1982) located in and adjacent to the LCP study area for use by both residents and visitors of the marina.
- In addition to each marina leasehold providing adequate parking for their tenants and patrons, the County has provided off-street "visitor and overflow" parking areas to accommodate the general public and visitors to leasehold facilities.
- Certain recreational areas (the Marina Beach, Fisherman's Village and north jetty promenade) experience high-demand periods when existing parking facilities may be overcrowded.
- The large number of visitor-serving facilities and proposals for additional hotel space indicates a demand for these types of visitor accommodations in the marina.
- There are adequate support facilities located throughout the Marina for the general public.

map 8

RECREATION AND VISITOR – SERVING
IMPROVEMENTS PLAN – AREAS A AND B

- | | | | |
|---|---------------------------|---|----------------------------|
|  | New Hotels |  | Alternate Hostel Locations |
|  | Interpretive Center |  | Mini Parks |
|  | Additional Bicycle Trails | | |
|  | Nature Trails | | |
|  | Observation Points | | |



- One additional locked transient dock restroom facility, to be controlled by the Harbor Patrol will be provided in Burton W. Chace Park.
- Additional public and visitor-serving recreational opportunities will, of course, have to be provided as development occurs in Areas A and B.

e. **Policies and Actions**

1. Visitor-serving uses shall be provided in the study area, particularly on the promenade level along the shoreline of Area A and on hotel, restaurant, and commercial parcels in the existing Marina. Typical visitor-serving uses shall include public or private recreation, cultural and educational facilities, gift and specialty shops, service concessions (i.e., boat, bicycle or skate rentals), food and drink establishments, overnight lodgings and related parking areas.

Along the south side of Area A, a minimum of 3 public, .5 acre mini-parks shall be constructed at the ends of the 3 proposed moles prior to the construction of the second half of the residential units proposed for the same side of the boat basin. These parks may be privately developed, owned and maintained but shall be available for daily public use between 8:00 a.m. and 10:00 p.m. Construction of the visitor-serving hotel, proposed at the east end of the marina basin in Area A shall commence prior to the construction of the second half of the proposed residential development along the south shore. For purposes of this policy, commencement of development shall be defined as the commencement of construction of a hotel (or hotels) at the east end of the marina containing at least 300 rooms. Pending construction of the west end hotel designated in the LUP, the privately-owned portion of the west end hotel site shall be landscaped and maintained on an interim basis as a passive shoreline view park for public use.

2. As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, new development shall provide additional recreational opportunities including trails, bikeways, (additions and/or extensions of existing bike path), open space/park areas and viewing areas as appropriate. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided.
3. Existing recreation and visitor-serving uses in the Marina shall be protected. In Area A, the parcels located south of the new Marina basin shall be designated for housing and a hotel with a public shoreline promenade along the northern border of the housing and hotel area.
4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor-serving uses shall be encouraged and provided within the existing Marina, Area A and Area B. Specifically, a 2 acre visitor-serving site shall be designated on uplands located immediately south of the flood control channel and west of the proposed re-aligned Culver Boulevard not within wetland acreage. This visitor-serving designation shall permit uses such as: an interpretive center, shuttle bus staging area, parking and day-use picnic facilities. This visitor serving area shall be separated from the adjacent medium density residential uses by the re-aligned Culver Boulevard. Another 2 acre site in Area B shall also be designated visitor-serving in order to accommodate a youth hostel and its parking. As an alternate site, the hostel may be constructed in the air rights over the Bird Conservation Area (flood retention basin), within the existing Marina del Rey. The air rights, decking and parking facility shall be funded by contributions made as mitigation for the construction of the proposed market rate hotel rooms, and non-priority residential units proposed in the existing Marina and Area A.
5. As part of second generation development, provide a small waterfront viewing park on parcels 112 and 113 (see Phase II land use proposals, Design Principles For New Development Chapter).

6. As part of the development in Area A, the following public and visitor-serving recreational uses should be provided: a shoreline promenade adjacent to the new Marina basin, a bike path connecting with existing bike path along south jetty, two hotels and an extended Fisherman's Village with a mixed commercial/residential area (See Design Principles For New Development Element).
7. As part of the new development in Area B, the following will be provided: (1) a bicycle path north along Falmouth Ave. extension crossing Jefferson Blvd. to south Ballona jetty, then west to the bike path across the Pacific Ave. bridge or east to Culver Blvd. bridge and connecting with the bicycle path along the south levee/jetty; (2) a nature trail north of Cabora Drive (within the Habitat Management Area) west of Lincoln Blvd. to approximately Zayanta, then along Cabora Drive to the Falmouth Ave. extension, then north to the interpretive center; (3) a par three, 18 hole, private golf course or other private open space which will provide a local recreational service helping to assure that the recreational needs of the new residents will not overload nearby coastal recreation areas; and (4) an alternative bike path and nature trail through the 100 foot buffer plus 50 foot structural setback to be provided between the wetlands and re-configured golf course or other private open space. (The golf course or other private open space may comprise the eastern half of the buffer.)
8. The preservation/restoration program in the Ballona Wetlands shall include provisions of a nature center, observation sites and nature trails (see Environmentally Sensitive Habitat Areas Element).
9. Office and commercial development, where feasible and appropriate for public use, shall provide multi-use parking facilities. The Department of Beaches and Harbors will determine when and where support facilities are needed.
10. Parking requirements for new development shall generally be in accordance with all applicable local ordinances and, in the Marina, shall comply with the Minimum Standards and Specifications.
11. Parking areas shall be designed and landscaped to provide an attractive appearance.

a. Coastal Act Policies

30224. *Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.*
30234. *Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible upgraded. Existing commercial fishing and recreational boating harbor space exists or adequate substitute space has been provided. Proposed recreational boating facilities shall where feasible, be designed and located in the commercial fishing industry.*
30255. *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.*

b. Issues Identified

- Marina del Rey was originally planned as a small craft harbor. Now, many other recreational, residential, and commercial uses have been developed, making it a multiuse area. SHOULD THE FUTURE USE OF THE MARINA FOCUS ON RECREATIONAL BOATING AS THE PRIMARY USE OF THE AREA?
- A heavy demand exists for waterfront wet and dry boat storage in the Marina because of the limited amount of usable space. WHAT AND WHERE ARE THE BEST TECHNIQUES AND SITES FOR ADDITIONAL BOAT STORAGE?
- Additional space for harbor expansion is available. Boat slips could therefore be created to increase the waterfront and anchorage. HOW CAN THE HARBOR BEST BE DESIGNED?

c. Research Analysis

Planned and developed as a recreational small craft harbor, Marina del Rey provides 6,189 berths on its 403 acres of water. Other boating facilities encompass 2,100 lineal feet of transient docks, a public launching ramp, charter and rental boats, harbor tours, sailing instructions, and repair yards. Public safety services for boaters are provided by the Harbor Patrol and, outside the Marina, by the U.S. Coast Guard and the Los Angeles County Lifeguards. Constructed in 1962, the harbor was originally funded by revenue bonds, County general funds, and the federal government. Most of the improvements, including 6,189 berths and 437 dry storage spaces, have been made by private investors under long-term parcel leases.

The County of Los Angeles maintains and runs the ten-lane public launching ramp in Basin H as well as the transient docks located in Chace Park. The County also provides 303 mast-up storage spaces. The remainder of the boating activities inventoried are handled by lessees and sublessees.

FIGURE 2
MARINA DEL REY ANCHORAGES

Parcel No.	Name	Berths
7	Tahiti Yacht Landing	246
8	Islander Marina	272
10	Neptune Marina	218
12	Deauville Marina	496
13	Villa del Mar Marina	311
15	Bar Harbor Marina	262
18	Dolphin Marina	492
20	Tradewinds Marina	167
21	Holiday Harbor Del Rey	218
28	Mariners Bay	407
30	Del Rey Yacht Club	281
41	Catalina Yacht Anchorage	172
42/43	Marina del Rey Hotel	399
44	Pier 44	443
47	Baja Marina	201
48	Sea Scout Base	37
53	Chris Craft Pacific	122
54	Windward	90
56	Fisherman's Village	36
77	44 Stor-A-Boat	50
111	Marina Harbor Anchorage	294
112	Marina Harbor Anchorage	378
125	Marina City	339
129	Los Angeles-County Fire Station	3
132	California Yacht Club	245
EE	Chace Park	10
TOTAL		6,189

— **Harbor Focus: Satisfying Local Boating Needs**

A primary purpose of the Marina remains provision of recreational boating opportunities to satisfy local needs. The nationwide demand for recreational boating has been increasing over the last 15 years. Since 1974 the number of people taking part in recreational boating in the United States has almost doubled. Projections by the State of California indicate that demand will rise by 30% in the next ten years.

Within Los Angeles County, there were 102,000 registered boats in 1980. While many boats are stored on land, it is currently estimated that there is a shortage of 10,000 wet slips beyond the 14,508 currently provided. This shortage is exacerbated by restrictions - geographical, financial, or governmental - limiting the creation of new small craft harbors, marinas, or anchorages in Los Angeles County. The ready acceptance of rising slip rental charges emphasize the strong market demand for wet slips and/or any viable alternative.

— **Dry Storage and Launching Options**

The California Coastal Commission recommended in its final report to Governor Brown in December 1975, that the state "should initiate a dry land storage program as a supplement to the state's support of small craft harbor development". Dry land storage provides a viable alternative to more expensive, scarce wet slips and meets the public's need for low-cost accessible boat storage. According to a study made by Williams Kubelbeck Associates in 1975, boaters' first choice of a site for boat storage in Southern California was, by a large margin, Marina del Rey.

map 9

BOATING LANES (Entrance Channel)

- Central Lane (500 feet in width) for Use by Vessels Solely Under Sail
- Side Lanes (200 feet in width each) for Use by Vessels Under Power
- All Vessels Enter Harbor from South and Depart to North



Sailboats and powerboats require different types of land storage. Sailboats, limited by keels and high masts, are usually best served with "mast-up storage", level yards without roofs and adjacent to launching ramps. Powerboats may also be accommodated by similar facilities. However, the most space-efficient storage for powerboats is a "dry stacked storage building" in which boats are placed in pigeon-hole type racks with fork lifts or stacker cranes built into the structure. Usually limited to powerboats shorter than 26 feet, a dry stacked storage structure demands high capital investment and is economically feasible only if it holds more than 400 boats.

Within the Marina, provision of dry stacked storage and additional mast-up storage is limited by space, existing development, allowable land uses specified in 60-year land leases, and financial feasibility. Public mast-up storage yards exist on Parcels 44, 49 and 77.

Map 10, following page, shows sites for additional land storage proposed by the Department of Beaches and Harbors consistent with Coastal Act policy 30224. These are Parcels 49 and 52. Mast-up storage on Parcel 49 will consist of a deck with ramps above the existing parking lot. Boats stored at Parcel 49 will be launched from the ramp there. Boats stored at Parcel 52 will be trailered to the ramp or will use an on-site hoist. In addition, Parcel 52 is planned as the site for a dry stacked storage facility, when funding for such a project becomes available.

Since more than one-third of the boats registered in Southern California can be trailered to a launching site, the County-run launching ramp in Marina del Rey has proven a vital service to the boating public. Almost 20,000 launchings were made from the facility during 1980.

— **Wet Slips**

Additional wet slips can result from placement of new slips in the existing harbor or from expansion of harbor waters into undeveloped areas. Current plans by the Department of Beaches and Harbors call for new slips in the main channel in a "funnel" configuration (see Map 10, following page). The "funnel" concept rests on the assumption that there is less boat traffic as the main channel extends northward (several boats having exited into the southerly basins), thus providing additional main channel space for wet slips. The "funnel" concept will provide up to approximately 20 acres for new slips pursuant to Coastal Act policy 30224, but the actual number and size of the slips will be determined by the lessee of the water area and depends on the availability of supporting facilities such as parking. Similarly, any plans to expand the number of boat slips in the basins, either by expansion into open water areas or by reconfiguration of existing dock area, must be accompanied with plans for adequate landside support facilities.

In all cases for expanding docks and wet slips, the lessee of the water area will provide funding and maintenance, as specified in their leases with the County.

— **Boating Support**

Three land parcels in the Marina contain water-dependent support services for boaters. The fuel dock at the end of Bora Bora Way (Parcel 1) provides diesel fuel for all boaters. Boatyards on Parcels 53 and 54 provide local haul-out servicing and repairs, including a "do-it yourself" facility on each parcel.

Since these facilities are not presently used to capacity, retention of the fuel docks and the boat repair yards will provide the basic local boating services required in Marina del Rey and in any marina expansion within the Local Coastal Plan area.

d. **Findings**

- A primary purpose of the Marina is to provide recreational boating opportunities for citizens of Los Angeles County.
- Demand for boating recreation throughout Southern California is high, and all boating facilities in Marina del Rey are used to capacity.
- Public demand for boating promotes the need for a wide range of boating services in terms of the time, resources, expense, and skill expected of the user.

map 9

BOATING LANES (Entrance Channel)

- Central Lane (500 feet in width) for Use by Vessels Solely Under Sail
- Side Lanes (200 feet in width each) for Use by Vessels Under Power
- All Vessels Enter Harbor from South and Depart to North



Sailboats and powerboats require different types of land storage. Sailboats, limited by keels and high masts, are usually best served with “mast-up storage”, level yards without roofs and adjacent to launching ramps. Powerboats may also be accommodated by similar facilities. However, the most space-efficient storage for powerboats is a “dry stacked storage building” in which boats are placed in pigeon-hole type racks with fork lifts or stacker cranes built into the structure. Usually limited to powerboats shorter than 26 feet, a dry stacked storage structure demands high capital investment and is economically feasible only if it holds more than 400 boats.

Within the Marina, provision of dry stacked storage and additional mast-up storage is limited by space, existing development, allowable land uses specified in 60-year land leases, and financial feasibility. Public mast-up storage yards exist on Parcels 44, 49 and 77.

Map 10, following page, shows sites for additional land storage proposed by the Department of Beaches and Harbors consistent with Coastal Act policy 30224. These are Parcels 49 and 52. Mast-up storage on Parcel 49 will consist of a deck with ramps above the existing parking lot. Boats stored at Parcel 49 will be launched from the ramp there. Boats stored at Parcel 52 will be trailered to the ramp or will use an on-site hoist. In addition, Parcel 52 is planned as the site for a dry stacked storage facility, when funding for such a project becomes available.

Since more than one-third of the boats registered in Southern California can be trailered to a launching site, the County-run launching ramp in Marina del Rey has proven a vital service to the boating public. Almost 20,000 launchings were made from the facility during 1980.

— **Wet Slips**

Additional wet slips can result from placement of new slips in the existing harbor or from expansion of harbor waters into undeveloped areas. Current plans by the Department of Beaches and Harbors call for new slips in the main channel in a “funnel” configuration (see Map 10, following page). The “funnel” concept rests on the assumption that there is less boat traffic as the main channel extends northward (several boats having exited into the southerly basins), thus providing additional main channel space for wet slips. The “funnel” concept will provide up to approximately 20 acres for new slips pursuant to Coastal Act policy 30224, but the actual number and size of the slips will be determined by the lessee of the water area and depends on the availability of supporting facilities such as parking. Similarly, any plans to expand the number of boat slips in the basins, either by expansion into open water areas or by reconfiguration of existing dock area, must be accompanied with plans for adequate landside support facilities.

In all cases for expanding docks and wet slips, the lessee of the water area will provide funding and maintenance, as specified in their leases with the County.

— **Boating Support**

Three land parcels in the Marina contain water-dependent support services for boaters. The fuel dock at the end of Bora Bora Way (Parcel 1) provides diesel fuel for all boaters. Boatyards on Parcels 53 and 54 provide local haul-out servicing and repairs, including a “do-it yourself” facility on each parcel.

Since these facilities are not presently used to capacity, retention of the fuel docks and the boat repair yards will provide the basic local boating services required in Marina del Rey and in any marina expansion within the Local Coastal Plan area.

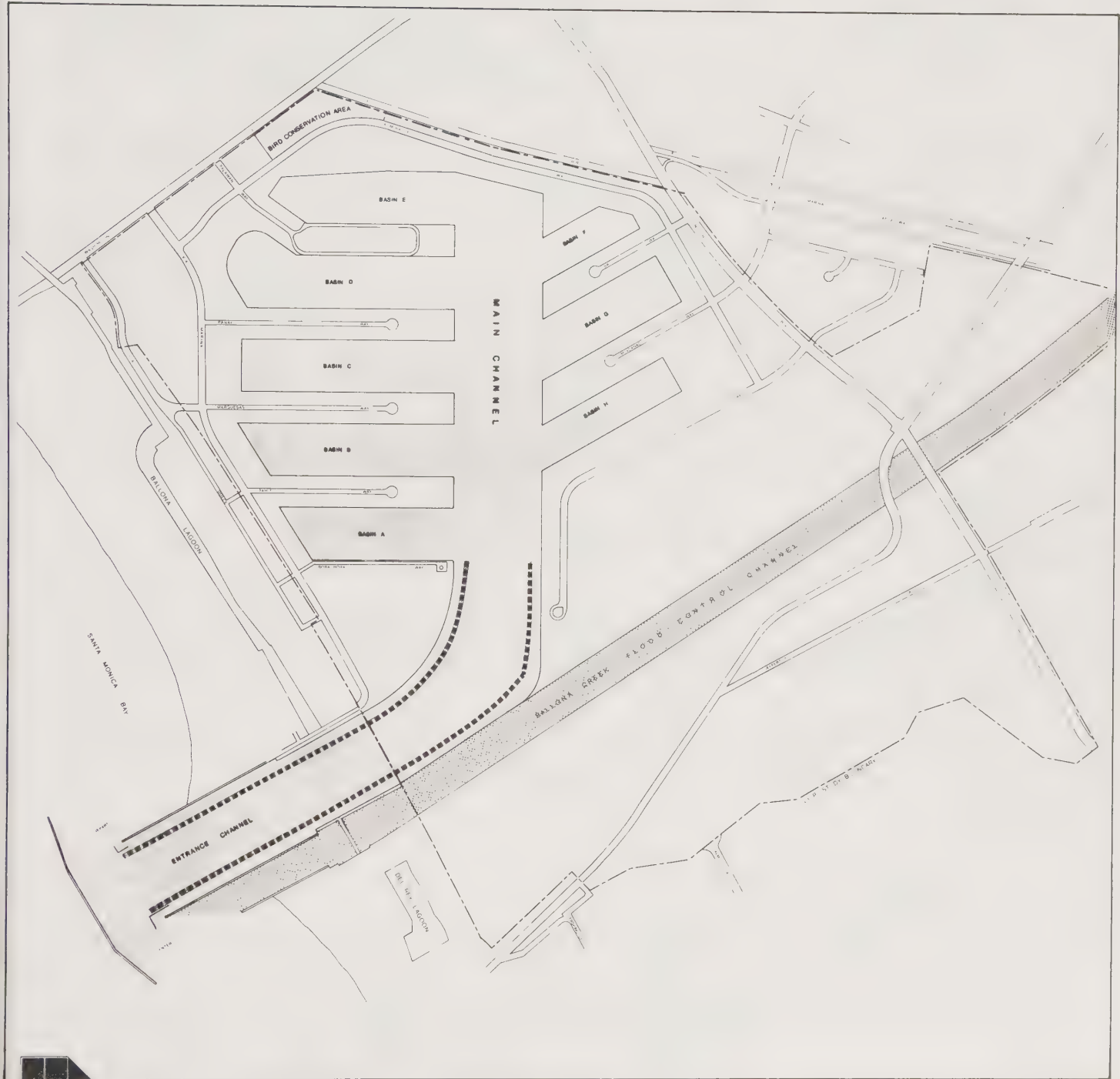
d. **Findings**

- A primary purpose of the Marina is to provide recreational boating opportunities for citizens of Los Angeles County.
- Demand for boating recreation throughout Southern California is high, and all boating facilities in Marina del Rey are used to capacity.
- Public demand for boating promotes the need for a wide range of boating services in terms of the time, resources, expense, and skill expected of the user.

map 9

BOATING LANES (Entrance Channel)

- Central Lane (500 feet in width) for Use by Vessels Solely Under Sail
- Side Lanes (200 feet in width each) for Use by Vessels Under Power
- All Vessels Enter Harbor from South and Depart to North



Sailboats and powerboats require different types of land storage. Sailboats, limited by keels and high masts, are usually best served with “mast-up storage”, level yards without roofs and adjacent to launching ramps. Powerboats may also be accommodated by similar facilities. However, the most space-efficient storage for powerboats is a “dry stacked storage building” in which boats are placed in pigeon-hole type racks with fork lifts or stacker cranes built into the structure. Usually limited to powerboats shorter than 26 feet, a dry stacked storage structure demands high capital investment and is economically feasible only if it holds more than 400 boats.

Within the Marina, provision of dry stacked storage and additional mast-up storage is limited by space, existing development, allowable land uses specified in 60-year land leases, and financial feasibility. Public mast-up storage yards exist on Parcels 44, 49 and 77.

Map 10, following page, shows sites for additional land storage proposed by the Department of Beaches and Harbors consistent with Coastal Act policy 30224. These are Parcels 49 and 52. Mast-up storage on Parcel 49 will consist of a deck with ramps above the existing parking lot. Boats stored at Parcel 49 will be launched from the ramp there. Boats stored at Parcel 52 will be trailered to the ramp or will use an on-site hoist. In addition, Parcel 52 is planned as the site for a dry stacked storage facility, when funding for such a project becomes available.

Since more than one-third of the boats registered in Southern California can be trailered to a launching site, the County-run launching ramp in Marina del Rey has proven a vital service to the boating public. Almost 20,000 launchings were made from the facility during 1980.

— Wet Slips

Additional wet slips can result from placement of new slips in the existing harbor or from expansion of harbor waters into undeveloped areas. Current plans by the Department of Beaches and Harbors call for new slips in the main channel in a “funnel” configuration (see Map 10, following page). The “funnel” concept rests on the assumption that there is less boat traffic as the main channel extends northward (several boats having exited into the southerly basins), thus providing additional main channel space for wet slips. The “funnel” concept will provide up to approximately 20 acres for new slips pursuant to Coastal Act policy 30224, but the actual number and size of the slips will be determined by the lessee of the water area and depends on the availability of supporting facilities such as parking. Similarly, any plans to expand the number of boat slips in the basins, either by expansion into open water areas or by reconfiguration of existing dock area, must be accompanied with plans for adequate landside support facilities.

In all cases for expanding docks and wet slips, the lessee of the water area will provide funding and maintenance, as specified in their leases with the County.

— Boating Support

Three land parcels in the Marina contain water-dependent support services for boaters. The fuel dock at the end of Bora Bora Way (Parcel 1) provides diesel fuel for all boaters. Boatyards on Parcels 53 and 54 provide local haul-out servicing and repairs, including a “do-it yourself” facility on each parcel.

Since these facilities are not presently used to capacity, retention of the fuel docks and the boat repair yards will provide the basic local boating services required in Marina del Rey and in any marina expansion within the Local Coastal Plan area.






d. Findings

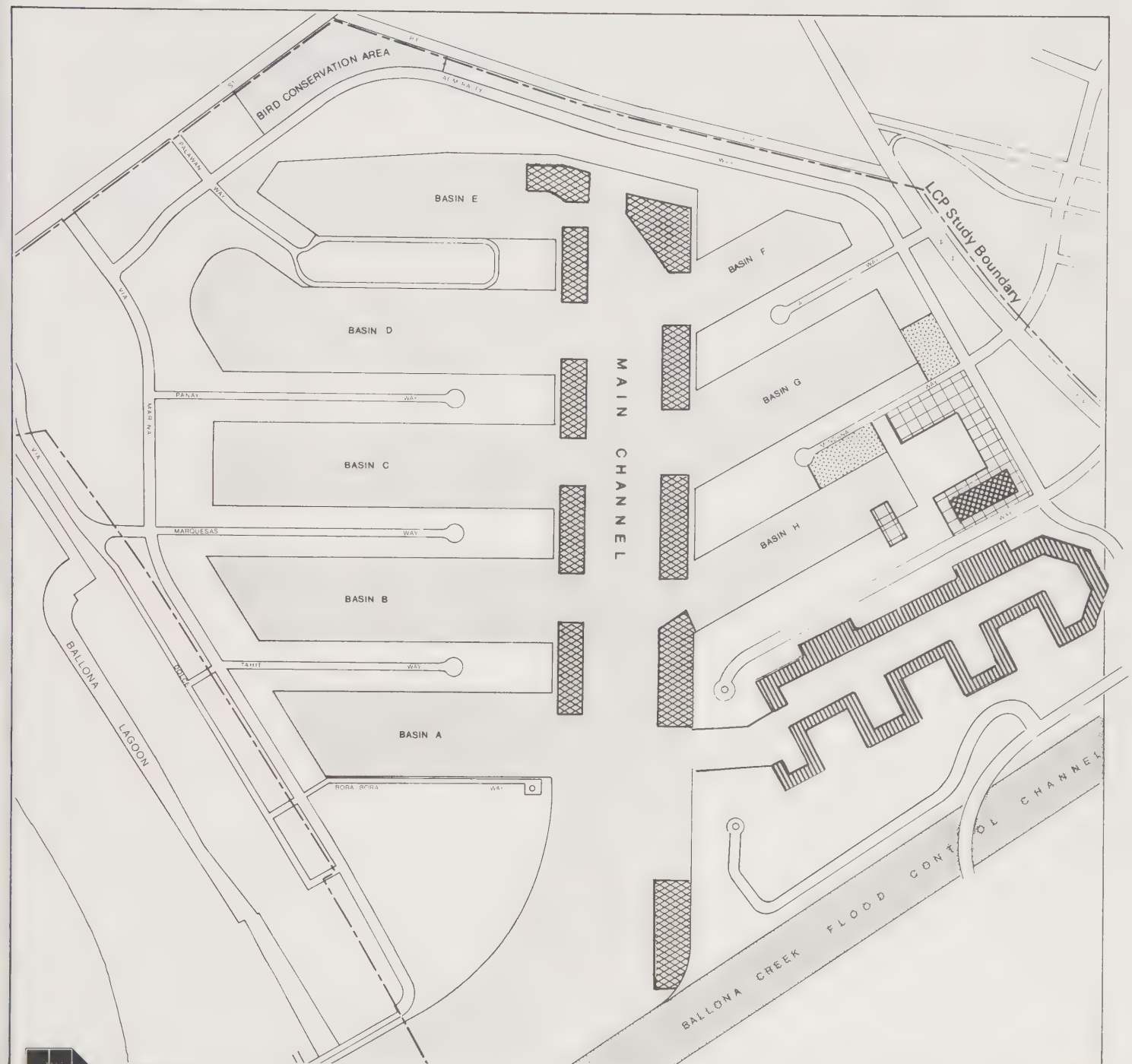
- A primary purpose of the Marina is to provide recreational boating opportunities for citizens of Los Angeles County.
- Demand for boating recreation throughout Southern California is high, and all boating facilities in Marina del Rey are used to capacity.
- Public demand for boating promotes the need for a wide range of boating services in terms of the time, resources, expense, and skill expected of the user.

map 10

WET AND DRY BOAT STORAGE PLAN — MARINA AREA AND AREA A



-  Existing County Mast Up Storage
-  Existing Lessee Mast Up Storage
-  Potential Dry Storage
-  Additional Slips Through Funnel Concept
-  Additional Slips in Proposed "Area A" Basin



e. Policies and Actions

1. Encourage additional public boating facilities in the Marina while retaining its multi-use recreational facilities. Permit leaseholders to construct additional slips in the "funnel concept" and realign existing slips where possible provided that landside facilities fulfill lease requirements.
2. Maintain existing level of boating-related support facilities and services for the boating public. These include the fuel docks on Parcels 1 and 55 and boat repair yards on Parcels 53 and 54.
3. Develop boat storage facilities within Marina del Rey. Construct deck storage for sailboats on Parcels 49 and boat storage on 52. Dry stack storage may be constructed on Parcel 52, when financially feasible.
4. Develop a new boat basin in Area A providing approximately 26 acres for wet slips. These slips shall be made available to the public through procedures similar to those practiced by Los Angeles County in the existing Marina.

COMMERCIAL FISHING

The original plans for Marina del Rey did not include support facilities for commercial fishing, and none have been developed or planned since then. Commercial fishing boats are not prohibited and a few do occupy slips at various anchorages under the same tenancy provisions as recreational boat slip renters. However, because of the strong demand for recreational boating facilities, the LCP emphasizes recreational boating over commercial boating activities.

B. Marine and Land Resources Policy

- 4. Marine Resources**
- 5. Environmentally Sensitive Habitat Areas**
- 6. Agriculture**
- 7. Cultural Heritage Resources**

a. Coastal Act Policies

30230. *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.*
30231. *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*
30236. *Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.*

b. Issues Identified

- Water quality in Marina del Rey Small Craft Harbor has been affected by the original construction of the harbor and its continued recreational use. GIVEN THE HEAVY RECREATIONAL USE OF THE HARBOR, HOW CAN WATER QUALITY BE MAINTAINED OR IMPROVED?
- The Storm Water Retention Basin at the northern end of the Small Craft Harbor was designated as a bird conservation area in 1963. BASED UPON A SCIENTIFIC EVALUATION OF THIS SITE, SHOULD IT CONTINUE TO BE USED AS A BIRD CONSERVATION AREA (AND POSSIBLY IMPROVED) OR SHOULD IT BE CONVERTED TO ANOTHER USE?
- The wetlands are dependent upon the amount of saltwater and freshwater introduced into the system. However, urban runoff, human activity, sedimentation and pollution reduce the water quality. HOW CAN THE WETLAND'S WATER QUALITY BE IMPROVED AND PROTECTED?

c. Research Analysis

— Existing Authority/Regulations

State Water Resources Control Board (SWRCB): Pursuant to The California Porter-Cologne Water Quality Control Act of 1969 and the Federal Water Pollution Control Act of 1972, the SWRCB prepared and adopted the Water Quality Control Plan for the Los Angeles River Basin (WQCP) in 1975. Embodied in this plan are objectives, standards and policies regulating such water factors as pH balance, temperature, suspended materials, turbidity and solid wastes. Essentially these standards seek to prevent water quality degradation and to protect the beneficial uses of water.

In addition, the California Regional Water Quality Control Board - Los Angeles Region (RWQCB) has adopted further goals, management principles and policies applicable to the Marina del Rey/Ballona area. These policies are included in the WQCP.

Los Angeles County Sanitation District (LACSD): The LACSD has liquid waste policies which apply to discharges within the District's boundaries. Among the negative waste discharge impacts these policies prohibit are the following: interference with wastewater-treatment processes; the endangerment of public health; the damaging of structures or the creation of a nuisance.

Los Angeles County Flood Control District (FCD): the district's purpose of formation (Los Angeles County Flood Control Act) reflects their overall policy. It reads, in part, that the District shall "provide for the control and conservation of the flood, storm and other waters of the District for beneficial uses by spreading, storing, retaining or otherwise percolating these waters; and shall protect from damage from such flood or storm waters, the harbors, waterways, public highways and properties within the District".

Los Angeles County Code, Title 19 (Airports and Harbors): Water quality in the Marina is also protected by regulations contained in the Los Angeles County Code. These regulations relate to such uses and activities as sanitation, toilet fixtures, liveboards, disposal/handling of dead animals or fish and the discharge of wastes, coal, petroleum or paint products.

— Current Testing/Sampling Programs

Los Angeles County Department of Health Services (DHS): As of 1982, the DHS conducts a regular water sampling program in the Marina.

Once monthly, they test marina water quality at sampling stations in each basin, in the Bird Conservation Area and at the entrance channel. These coliform bacteriological counts analyze marina waters by ocean water standards and have shown marina waters to be meeting these standards.

Hyperion Treatment Plant, City of Los Angeles (HTP): Staff of the HTP also conduct coliform bacteriological counts of marina waters at the public beach (Basin D) and in Ballona Creek twice weekly.

— Harbor Water Quality

In 1976, the Department of Small Craft Harbors (now Beaches and Harbors) initiated a contract with Harbors Environmental Projects (HEP) to conduct a 3-year study of the Marina to determine harbor water quality, assess the faunal population and develop recommendations to improve the marine environment. The major research analysis and findings in this chapter relating to harbor water quality are adapted from the HEP study.

Water quality in Marina del Rey is determined by both the oceanographic conditions prevailing in the adjacent open coastal waters and the factors superimposed on those conditions by the rainfall, urban runoff and general uses of the marina waters. Water quality varies with rain and runoff variation with quality being poorest following a heavy rain with considerable pollution runoff. Thus, only organisms tolerant to a wide range of salinity, temperature, dissolved oxygen (D.O.) and the presence of various metals and other pollutants can survive in this environment.

Dissolved Oxygen

D.O. levels in surface waters is used by regulatory agencies to measure water quality. Five parts per million (ppm) is considered the minimum level for acceptable water quality. Although Marina water quality usually ranges between 6 and 10 ppm D.O., it often falls to 4 ppm following a heavy storm when pollutants from storm drains combine with oxygen and reduce D.O. levels.

Many of the water-borne pollutants probably enter the Marina from Ballona Creek after being deflected by the breakwater.







Sediment and Pollutants

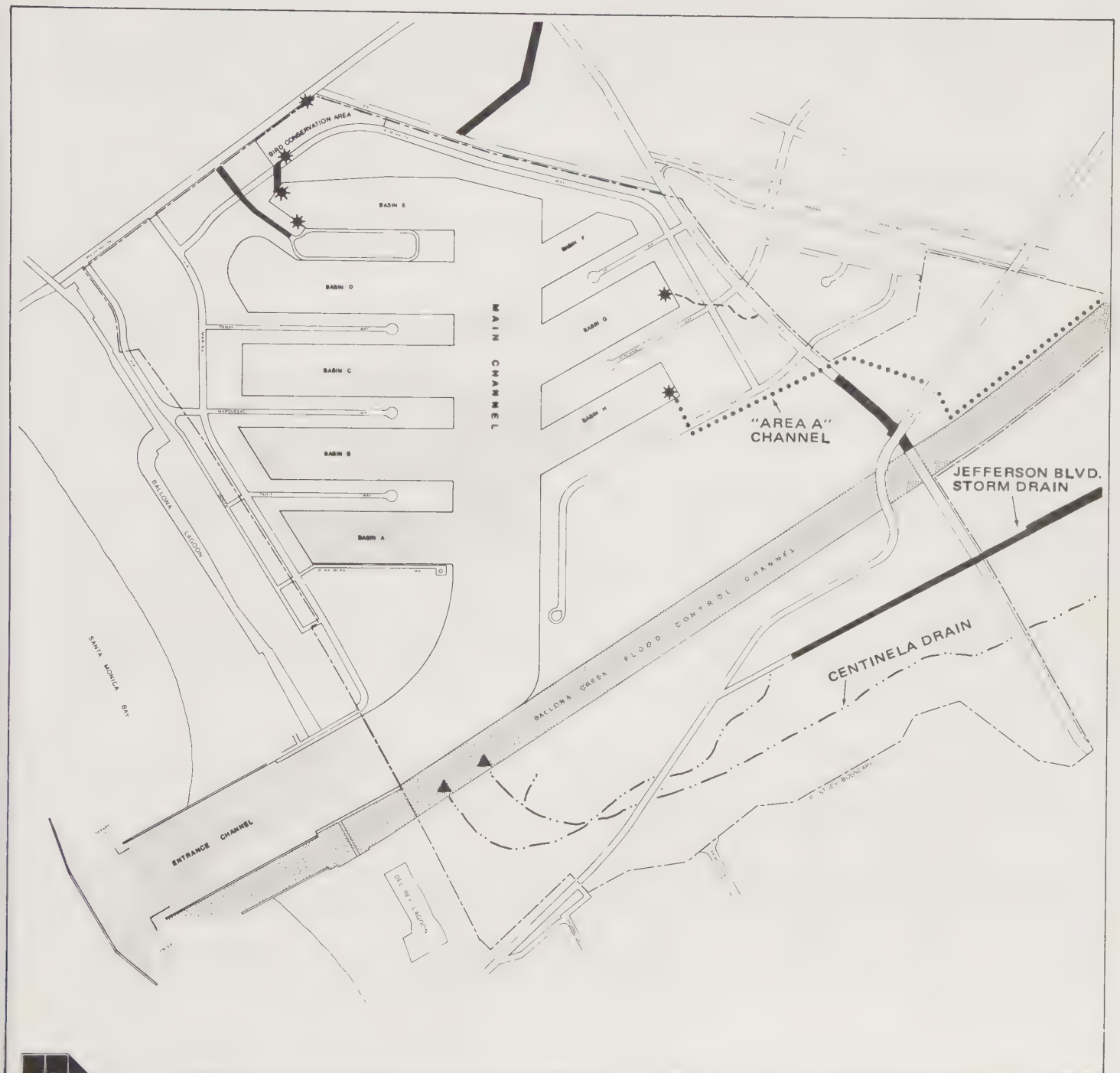
Following periods of heavy runoff finer sediments appear to dominate in the inner slips (away from the main channel) and along the channel pointing northward. This suggests that sand may originate in flows from Ballona Creek as well as being carried from the beach by prevailing winds and storms. Sand settles out near the entrance to the Harbor. The finer materials tend to deposit

map 11

EXISTING DRAINAGE SYSTEM



-  Drainage Pipe
-  Drainage System Administered by Entity other than L.A. County Flood Control District
-  Drainage Line with Capacity Deficiency
-  Streams/Drainage Channels
-  Storm Drains
-  Flapgates



in areas where reduced turbulence permits settling. Heavy runoff tends to resuspend and sweep the finer sediments out of the Harbor.

Metals found in sediments are similar to those found in L.A. Harbor. However, chlorinated hydrocarbons did not appear to be present in 1978. Sources of metals in the non-industrial area are from non-point origins (unknown) and concentrations were rather high.

Phytoplankton

Phytoplankton forms the base of all macroscopic food chains and, thus, relates to the availability of food for fishes and invertebrates. In general, the marina waters are usually more productive than the adjacent coastal waters, although the productivity of phytoplankton drops markedly during periods of low D.O. levels.

Zooplankton

Zooplankton are tiny organisms permanently or temporarily suspended in a water mass which do not produce oxygen by photosynthesis. Approximately 95% of the total zooplankton found in the Marina were *acartia Californiensis*, a species which prefers shallower, warmer and more turbid waters and is believed to be more tolerant to environmental stress than other plankton.

Less than 0.04% of the total consisted of ichthyoplankton, fish egg or larvae - suggesting that the Marina is not a center of fisheries reproduction.

Zooplankton levels were high, but due to low species variety, it appears not to be attractive to fish species. (A total of 35 fish species were found.)

Benthic Fauna

These invertebrates that live in or on substrate at the bottom of areas such as Marina del Rey give indications of long-term water and sediment quality conditions and kinds of food available for fish.

Species diversity was greatest at a collecting station in the Main Channel. Indices were generally better than those in Los Angeles/Long Beach Harbors.

Flushing

The existing Marina design is generally directed toward protection of boats. The criteria involved achieving the least water movement while accommodating the highest number of vessels feasible.

Flushing in Marina del Rey's basins is much lower than in the entrance of the main channel. To a large extent, this is due to the greater distance of these basins from tidal action. The placement of pollution injection points (storm drains) at the inner ends of Basins E, G and H where the solid basin boundaries restrict dispersive transport of pollutants has exacerbated the situation. (There are also storm drains in the Bird Conservation area.) Therefore, any future drainage should be connected to the main channel or Ballona Creek consistent with Coastal Act policy 30231 rather than diverting it into boat basins.

Prior to construction of the Marina, Ballona Lagoon (Gran Canal) was connected to Lake Los Angeles (now the Marina Beach area). Water quality in the lagoon has been described as "quite good" with a high flushing rate where 88% of the water is exchanged during a tidal cycle (California Coastal Commission Staff Recommendation Memo regarding proposed developments in lots adjacent to Ballona Lagoon, January 1979). If this connection could be feasibly restored, Marina flushing could be considerably improved. Basins B and C are closest to the Lagoon and would probably present the only feasible connection possibilities at this time. However, given the land uses in this area, such a connection could prove economically infeasible.

Additionally, studies aimed at limiting non-point high-oxygen demand or toxic materials from entering the Marina through the storm drains should be pursued.

— Area B Water Quality

Water sources for Area B are rainwater, stormwater flow and tidal flow. Tidal flow, provided via two culverts between the wetlands and Ballona Creek flood control channel is vitally important to the wetlands which depend upon a saltwater and freshwater mix. Wetland conditions are best nearest these culverts where the mix is most balanced. Tidal influence presently extends up Ballona Creek to approximately Centinela Ave.

Flapgates were installed on the culverts as a flood control measure to prevent water from entering the wetlands area from the creek during flood flow conditions. Under normal conditions, tidal flow would open and close the gates and permit some cross flow, allowing saltwater to enter the wetlands. The gates are now deteriorated and appear to be incapable of serving the flood control function.

In either repairing these flapgates or replacing them with another flood control device, it is vital that free interaction between the creek and the wetlands be provided except during flood conditions. The L.A. County Flood Control District (FCD) recently repaired and reinforced the two culverts to insure the integrity of the levees overhead.

The storm drains and channels which flow into Area B are the following:

Centinela drain: This channel handles overflow from Centinela Creek (located east of study area near intersection of Ballona Creek and Marina Freeway) - It discharges into the south-east portion of Area B.

Jefferson Blvd. storm drain: This storm drain empties into a channel in the southeast portion of Area B which takes the water to the western portion of Area B.

Del Rey storm drain: This drain is located near the gas company facility at the base of the north-facing Playa del Rey hills (precise location undetermined).

Two studies, the HEP Marina water quality study (1976-1979) and the Southern California Association of Governments 208 Water Quality Plan (1978), found significant concentrations of pollutants and low D.O. levels in Ballona Creek flood control channel.

In 1979, Envicom conducted a water quality analysis in Area B in conjunction with preparation of the Playa Vista Master Plan. Extensive sampling and testing was included as part of the research analysis.

Envicom found concentrations of pollution in Area B. The following is a brief summary of their findings:

Mercury: State water quality recommended limits were exceeded by at least three times in western portion of Area B.

Lead: State criteria exceeded by two to five times in saltmarsh.

Other metals and toxic substances: Levels of copper, chromium, cadmium and nickel were generally at or within State criteria.

Oil and grease: While within standards in the water, concentrations are relatively high in the soil.

Finally, the L.A. County Natural History Museum Foundation (NHMF), in the **Biota of the Ballona Region** (Supplement I of the LCP), found that "the pollution of the aquatic portion of the region by hydrocarbon pesticides, heavy metals and other chemicals is a source of further degradation of the wetlands. Mullett fishes captured show a high frequency of ended fins associated with higher levels of pollution".

The NHMF report concludes that "an adequate means must be found to minimize undesirable contaminants such as pesticides, fertilizers and heavy metals from entering the system". One such means is indicated below (pollution traps).

— **Area B Improvements**

As part of the Ballona Wetlands preservation/enhancement program (see Environmentally Sensitive Habitat Areas Chapter), steps should be taken to improve the water quality in the area consistent with Coastal Act policies 30230 and 30231. This would include the following measures:

Providing natural stone paving of drainage ditches to prevent willows and other shrubbery from inhibiting water flow.

Creating a lagoon system to (1) capture urban runoff in Area B, (2) provide a flood control basin, (3) provide water for the wetlands area through an improved drainage system and (4) create a habitat for marine life.

Providing pollution traps at the lagoon edges and the community to the east to limit pollutants entering the wetlands system from freshwater sources.

Providing a system where sufficient cross flow between Ballona Creek and the wetlands would be insured.

Insuring that improvements/development in the area will not hamper ("back up") the drainage system.

Relocating Centinela drain to follow bluff configuration.

Diverting the polluted Jefferson Storm drain into Ballona Creek prior to entering Area B, using the existing portion of the drain west of Lincoln Blvd. only during overflow conditions.

— **Bird Conservation Area**

The Bird Conservation Area (so designated by the L.A. County Board of Supervisors in 1963) comprises 10.7 acres at the northwest corner of Marina del Rey. It additionally serves as a storm water retention basin (Oxford Basin).

Although various proposals have been advanced over the years to improve the area as a wild bird habitat, the L.A. County Natural History Museum conducted a 17-month long study of the area (*The Birds of the Conservation Area* by Ralph W. Schreiber and Charles F. Dock) which described the area as "not an important component of the overall pattern of avian distribution in the L.A. area".

Among the drawbacks of this area cited in the report were its limited size and isolation and its proximity to tall apartment complexes cutting it off from the general path of bird movement in the surrounding vicinity.





The report concluded that it is very unlikely that the area could ever be improved to serve as a wild bird habitat regardless of the funding level assigned to the project.

However, as the study notes, small populations of birds do use the area, and the opportunity exists to use the area as a public park with improved maintenance, landscaping and bird feeding locations provided. The FCD has indicated its willingness to support any reasonable use of this area which preserves its flood control function. Possibility exists to provide a marine-oriented public museum on the site. Furthermore, the air rights over this site have also been designated as an alternate location for a youth hostel.

map 12

DRAINAGE IMPROVEMENT PLAN – AREA B



-  Lagoon
-  Improved Flapgate
-  Pump to Relieve Overflow
-  Additional Culvert(s)
(Precise location not determined)



d. Findings

- Water quality in the Marina is heavily impacted by storm drain runoff and pollutants introduced from Ballona Creek.
- Other than during periods of heavy rainfall, water quality in the harbor is average compared with other California harbors.
- Flushing in the Marina could be improved by diverting storm water flow into the main channel or Ballona Creek and/or by restoring the connection between the Marina and Ballona Lagoon, if feasible.
- Regarding water quality in Area B, research indicates that heavy pollution exists there and threatens to further degrade the wetlands.
- The Bird Conservation Area has been judged not to be an important component in the overall avian distribution in the L.A. area.
- Potential exists for the use of the Bird Conservation Area as a public open space area or marine-oriented public museum as long as its flood control function is preserved.
- Present standards, regulations and requirements of the Porter-Cologne Water Quality Control Act, State Water Resources Control Board, Regional Water Quality Control Board, L.A. County Flood Control District and L.A. County Sanitation District will govern any development plans which could impact water quality in the LCP area.
- Harbor water quality is controlled by applicable codes in the L.A. County Code - Title 19 (Airports and Harbors).

e. Proposed Policies and Actions

1. The existing Marina waters, the new marina in Area A, the Ballona Creek flood control channel and the tidally influenced portions of Area B are the marine resources which shall be maintained and, where feasible, enhanced and restored. Uses permitted in or adjacent to these areas shall be carried out in a manner to protect the biological productivity of these marine resources and maintain healthy populations of marine organisms.
2. L.A. County Flood Control District and/or L.A. County Engineer-Facilities should approve a feasible design to reduce harmful pollutants from storm drain waters prior to these waters entering the marina.
3. The storm drain emptying into Basin H should be capped and diverted into Ballona Creek while correcting the existing drainage deficiency in this line.
4. Any new storm drains constructed in conjunction with development in Area A should empty into Ballona Creek.
5. A flushing connection between Ballona Lagoon and Basin(s) B and/or C appears desirable if the project is economically and environmentally feasible.
6. To lessen or eliminate pollution from Ballona Creek from entering the main channel, the following options should be studied: extending the south jetty southward and/or filtering the creek of debris at the Pacific Ave. bridge crossing. Any alterations in this area should be designed consistent with boat access and safety.
7. A lagoon system of approximately 10 acres will be created in Area B to (1) capture urban runoff in Area B (2) provide a flood control system, (3) provide the wetlands with fresh-water through overflow and (4) create a habitat for marine life. The L.A. County Flood Control District, in the approval process, will insure that the lagoons are of sufficient size to serve flood control needs.

8. Provide pollution traps at edges of proposed lagoons and in the community to the east to limit pollutants from entering the wetlands system from freshwater sources.
9. Divert Jefferson drain into Ballona Creek east of Area B, permitting flow into existing portion of drain west of Lincoln Blvd. only during overflow conditions.
10. Water in excess of lagoon habitat needs will be released from the lagoon system into Ballona Creek or the wetlands via pipeline connectors.
11. Drainage ditches in Area B should be paved with natural stone to prevent willow-growth from interfering with drainage flow.
12. New development and road reroutings should be designed so as not to interfere with salt-water or freshwater flow into the wetlands.
13. Responsibility for limiting or preventing point (development-related) pollutants from entering the wetlands through filtering of drainage system and other means should be a condition of development in Area B. This policy will apply to control of non-point (general origin) pollutants, as well, if such control is feasible.
14. Tidal interaction between the wetlands and Ballona Creek will be accomplished via redesigned existing and additional culverts (equipped with gates to control crossflow during flood flow conditions) or installation of a water pump to siphon water from the creek into the wetlands.
15. The Bird Conservation Area will be retained as an open space area and/or public park or marine-oriented museum. In an redesign, the flood control function will be retained or alternates satisfactory to the FCD provided. As noted in Policy 4, Recreation and Visitor-Serving Facilities, this area is also designated as a potential alternate site for a youth hostel.

a. Coastal Act Policies

30230. *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.*
30231. *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored, through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*
30233. (a) *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*
- (1) *New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
 - (2) *Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
 - (3) *In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland, provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.*
 - (4) *In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.*
 - (5) *Incidental public service purposes, including but not limited to, burying cables, and pipes or inspection of piers and maintenance of existing intake and outtake lines.*
 - (6) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
 - (7) *Restoration purposes.*
 - (8) *Nature study, aquaculture, or similar resource-dependent activities.*
- (b) *Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.*

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

30240. *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

30411. *(b) The Department of Fish and Game, in consultation with the Commission and the Department of Boating and Waterways may study degraded wetlands and identify those which can most feasibly be restored in conjunction with development of a boating facility . . . Any such study shall include consideration of all the following:*

- (1) Whether the wetland is so severely degraded and its natural processes too substantially impaired that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.*
- (2) Whether a substantial portion of the degraded wetland, but in no event less than 75 percent, can be restored and maintained as a highly productive wetland in conjunction with a boating facilities project.*
- (3) Whether restoration of the wetland's natural values, including its biological productivity and wildlife habitat features, can most feasibly be achieved and maintained in conjunction with a boating facility or whether there are other feasible ways to achieve such values.*

b. Issues Identified

- The Coastal Act and the Statewide Interpretive Guideline for Wetlands and Other Wet Environmentally Sensitive Habitat Areas offer definitions to apply in determining the extent of the Ballona Wetlands. BASED UPON THESE GUIDELINES, WHAT PORTIONS OF THE BALLONA AREA SHOULD BE PRESERVED AS WETLANDS?
- In some cases, wetland restoration and/or enhancement may be advised in the Ballona area. IN WHAT AREAS IS RESTORATION AND/OR ENHANCEMENT FEASIBLE AND HOW IS IT TO BE ACCOMPLISHED?
- Wetlands require a surrounding, ecological support area to insure wetland stability and proper functioning. Land uses adjacent to these areas should also be consistent with wetland preservation. WHAT LANDS IN THE BALLONA AREA ARE REQUIRED TO SUPPORT THE WETLANDS? WHAT LAND USES IN ADJACENT PROPERTIES WOULD BE CONSIDERED COMPATIBLE WITH WETLAND PRESERVATION?
- Provision of a boating facility (marina) is considered a land use option for the area north of the flood control channel. BASED UPON AN ECOLOGICAL ANALYSIS OF THIS AREA, WOULD PROVISION OF SUCH A FACILITY BE AN APPROPRIATE LAND USE FOR THIS AREA?

c. **Initial Research Analysis**

— **Introduction**

The Ballona region near Marina del Rey contains one of the few remaining sizable marshlands in Los Angeles County. Prior to European colonization, this region was an ecologically diverse habitat; over the years, it has been greatly reduced and degraded by urbanization in the Los Angeles Basin. The construction of the Ballona Creek flood control channel in 1932 was the single most important factor reducing the wetlands areas. Construction of the Small Craft Harbor (Marina del Rey) in 1960-1962 also contributed to reduction of these marshes, and displaced considerable land used at the time for agricultural purposes.

In February, 1979, the Los Angeles County Natural History Museum Foundation (NHMF) began initial bird surveys in the Ballona region under contract to the California Coastal Commission. Early data clearly indicated the need for a more extensive biological study of the region and in July, 1980, the Natural History Museum Foundation began a one-year study under contract to the Department of Regional Planning of Los Angeles County, as approved by the California Coastal Commission.

The objective of the study was to determine the extent of wetlands present and to advise the Department of Regional Planning on the extent of the surrounding habitats and what their interactions with the wetlands are in order to preserve a sufficient space with ecologically diverse habitats for long-term stability of the functional ecosystem.

The final report, entitled **Biota of the Ballona Region** (Supplement I of the Marina del Rey/Ballona LCP), analyzes the flora and fauna of the Ballona region according to the following categories (comprising separate chapters of the document): Plants, Mollusks, Insects, Fishes, Reptiles and Amphibians, Mammals and Birds. This LCP chapter is adapted primarily from the summary (Chapter One) of the final report.

The final report was developed after consultation with staff members of the California Coastal Commission, California Department of Fish and Game, and the United States Fish and Wildlife Service Biological Services section.

The area east of Lincoln and north of the flood control channel (Area C) was not studied extensively in the original project. It has been subsequently reanalyzed by the NHMF (under contract to the DRP) in a special supplement to the **Biota of the Ballona Region**. The findings and policies in this supplement are considered part of the original study. Thus, in adapting the study summary for this chapter, it has been appropriately amended to reflect inclusion of the aforementioned supplement.

— **Previous Studies**

The Ballona wetlands have been studied by various agencies and other entities over the past few years. All studies agree that significant portions of the Ballona area should be protected as functioning wetlands.

Following is a brief listing of these ecological analyses:

"Ecological Investigation for the Playa Vista Master Plan", by Envicom, consultants for Summa Corporation, 1979. Data based on site sampling, field inventories.

"Ballona Wetlands Study", by John Clark (and Graduate Student Team), 1979. Data based on use of color infrared aerial photographs (scale approx. 1:5000), limited field work, no sampling.

"National Wetlands Inventory - Final Wetlands Maps, Ballona and Los Cerritos", by U.S. Fish and Wildlife Service, 1981. Data based on high altitude color infrared aerial photographs (scale approx. 1:130,000), no sampling.

"Ballona Creek Vegetation Study", by Shapiro and Associates (for U.S. Army Corps of Engineers), 1981. Data based on color infrared aerial photographs (scale approx. 1:24,000), limited field work and sampling.

"Environmental Profile of the Playa Vista Master Plan Area", by Jones and Stokes Associates (for Summa Corp.), 1981. Data based on work completed by Summa Corporation's environmental consultants, limited site inspections, and other research analyses (including some of the aforementioned), no sampling.

The NDMF study included a review of all of these studies as well as other literature in the field but, as noted, was based primarily on thorough field studies.

— Federal Permit Authority

U.S. Army Corps of Engineers (COE): under Section 404 of the Clean Water Act of 1972 and Section 10 of the Rivers and Harbors Act of 1899, the COE is the principal federal agency involved in regulating development in wetlands and associated habitat areas. A COE 404 permit is required for any operation that would discharge dredged or fill material into any U.S. waters. A Section 10 permit is required for any operation that would excavate in, or locate a structure in, navigable waters or any operation that would transport dredged materials for the purposes of dumping it in the ocean.

Advisory to the COE in the administration of its permit authority are the Environmental Protection Agency, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.

— Site Description

In their report, **Biota of the Ballona Region**, the NDMF has divided their study into five units as indicated on Map 13, following page: Units 1, 2, 3, 4 and the Agricultural Lands. (Elsewhere in this LCP, Units 1, 2 and the Agricultural Lands are referred to as Area B, Unit 3 as Area A and Unit 4 is referred to as Area C). The study area is bordered on the north by Fiji Way; on the east by Lincoln Boulevard; on the south by the bluffs, the Southern California Gas Company facilities, Culver Boulevard, and the horse stables and houses; and on the west by the dwelling units of Playa del Rey. The following are brief, introductory descriptions of the units used in this study.

UNIT 1 (Area B): Bounded on the west by a series of apartment complexes, on the north by a footpath paralleling the south bank of Ballona Creek Channel, on the east by agricultural fields, and on the south by a horse corral, and an embankment paralleling Culver Boulevard. Lower elevations support fairly homogeneous stands of pickleweed, while higher portions support mixed pickleweed and herbaceous vegetation. A large expanse of saltflat lies in the east central portion of the unit, and an extensive mudflat lies adjacent to much of the northern boundary. When the flap gates are open, both habitats are flooded at high tide. Ditched saltwater canals are connected to the flood gates and connect throughout the unit and under Culver Boulevard into Unit 2. The western border of the unit is marked by a remnant dune system with a small, temporary pond within its willow stand. Elevated Southern California Gas Company access roads extend into the flats from the southeastern border of the unit.

UNIT 2 (Area B): Bounded to the west by the confluence of Culver Boulevard and adjacent residential areas, to the north by Culver Boulevard, to the east by a Southern California Gas Company access road and to the south by the gas company facility and residential property with bluffs further to the south. Most of the study unit is covered by annual herbs, grasses and scattered pickleweed. The unit is crossed from west to east by two tidal canals bordered by narrow, essentially solid stands of pickleweed. A stand of eucalyptus trees and pampas grass borders the east edge of a sandy, alluvial fan opening out from a small ravine now paved as Cabora Street along the southern boundary. A small freshwater stream runs through the eucalyptus grove, receiving much of its input from street runoff. The western edge of this alluvial fan as well as much of the unit is covered by iceplant. A narrow area of exposed ground parallels Culver Boulevard along much of the northern boundary. This exposed ground, in a slight depression, fills with water after rains and high tides, forming temporary pools.

map 13

BALLONA REGION STUDY UNITS

SOURCE: Biota of the Ballona Region by the
Los Angeles County Natural History Museum Foundation



UNIT 3 (Area A): Bounded to the west by residential structures on Fiji Way, to the north by Fiji Way, to the east by Lincoln Boulevard, and to the south by a road adjacent to Ballona Creek Channel. The central portion of the study unit is saltflats. These are surrounded by pickleweed and mixed pickleweed and annual vegetation. The northwestern portion of Unit 3 also supports mixed pickleweed and herbaceous vegetation. Higher elevations support grasses and scattered shrubs. A coyote brush-pampas grass shrubland dominates large portions of the east, west and north-central portions of this unit. Minimum elevations are 12 feet above mean high tide in this region, a drainage channel parallels Fiji Way along the north-eastern boundary. The south-central and southeastern border of this unit consists of coarse elevated fill dominated by large laurel-sumac. An access road lines the southern edge of the unit. This road connects with a complex of short, elevated access roads to gas company wells on the western edge of this unit. Unit 3 is entirely dredge spoil.

UNIT 4 (Area C): Bounded by the Ballona Creek Flood Control Channel on the south, Lincoln Blvd. on the west, the Southern Pacific railway lines on the east and apartment complexes on the north. Culver Blvd. separates Unit 4 into two distinct entities, running at an oblique angle through the property.

The portion south of Culver Blvd. reveals a totally uninteresting area in terms of plants. Most of the land has been converted into a baseball field leaving only a few acres of highly disturbed vegetation at either end. Introduced or non-native plants comprise most of this vegetation.

The portion north of Culver Blvd. is also botanically insignificant primarily due to extensive urban use including dirtbiking. An unlined drainage ditch runs through the area at an oblique angle with *Salicornia* dominating for at least six feet on either side of the bottom of the channel. There are also at least three significant strands of *Salicornia* in the southerly part of the area.

AGRICULTURAL LANDS (Area B): The Agricultural Lands (Fields) are bounded to the west by the Southern California Gas Company access roads, to the north by the Ballona Creek Channel, to the east by Lincoln Boulevard, and to the south by the gas company facility and 150-foot bluffs. The fields are bisected by Jefferson Boulevard and the eastern portion of Culver Boulevard. Most of the area consists of periodically plowed and cultivated fields with scattered patches of grasses and herbs. In the western portion just south of Jefferson Boulevard, the Jefferson storm drain connects to a canal of Unit 2 under the gas company road. The western and eastern portion of the southeast section of fields is slightly lower in elevation and fills with storm water runoff during rainy periods. The southern border of the unit is a steep, sandy bluff dominated by large stands of castorbean and California sage. Sandy alluvial fans form at the terminus of two ravines on the south border. One ravine, at the southeast corner of the unit, contains Lincoln Boulevard. The other, in the south-central bluff area just east of the gas company facility, is eroded by the runoff from Hastings Avenue. A partly channelized freshwater drainage (Centinela drain) flows through the southern portion of this unit from east of Lincoln Boulevard. Another freshwater habitat is a bulrush-dominated patch on the east edge of the Hastings Avenue ravine, which is fed by a seep at the base of the bluffs. Cabora Street is located midway up the bluff.

— Wetlands Delineation

The California Coastal Act of 1976 defines wetland in Section 30121 of the Public Resources Code as follows:

“‘Wetland’ means land within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.”

To provide guidance in the practical application of this definition, the California Coastal Commission adopted the **Statewide Interpretative Guideline for Wetland and Other Wet Environmentally Sensitive Habitat Areas** (Guideline) as a decision of the Commission on February 4, 1981. According to the Guideline, the Commission will make an independent conclusion using all relevant information available for a specific site, determining whether it will be considered wetland under the Coastal Act. Appendix D of the Guideline, “Technical Criteria for Identifying and Mapping

Wetlands and Other Wet Environmentally Sensitive Habitat Areas" ("Criteria"), provides further guidance. The Criteria indicates that the U.S. Fish and Wildlife Service hierarchical system of wetland classification will be used "as a guide".

The Guideline, Criteria and the Coastal Act have been applied to the data base gathered for this site to reach conclusions of what specific areas should be defined as wetlands, and what areas should be defined in other descriptive terms for planning purposes in the LCP. This region is a biologically diverse area with many habitat communities, and the property must be considered acre by acre. Biologists must use several characteristics for designations of any habitat and must look for and find functional interactions between components of habitat.

Based on the data and their evaluation, it has been concluded that the portions of the property which should be determined to be wetlands are the lower elevations in Units 1 and 2 considering the following factors:

1. The variety, high quality, and quantity of the saltwater marsh plant indicator species present.
2. The diversity of the animal populations present;
 - a. The presence of fishes and marine mollusks which cannot exist out of water,
 - b. The presence of aquatic insects, waterfowl, shorebirds, and the endangered Savannah Sparrows,
 - c. The presence of mammals and reptiles/amphibians.
3. The presence of tidal influence.
4. The diversity, interactions, and productivity of the organisms present, and
5. The indications and prognosis that a viable, self-sufficient ecosystem is present and has a high probability of long-term continued existence with reasonable amounts of protection and management.

Based on the data and their evaluation, it has been concluded that areas determined **not** to be wetlands are the dredged spoil areas north of the flood control channel on each side of Lincoln Blvd. considering the following factors:







1. The historical aspects and obvious ecological old field succession that has occurred on the dredged spoils.
2. The lack of diversity and productivity in populations of plants and animals found there, and
3. The obvious lack of tidal influence (grade is 12 feet above sea level in Unit 3 and up to 20 feet above sea level in Unit 4).

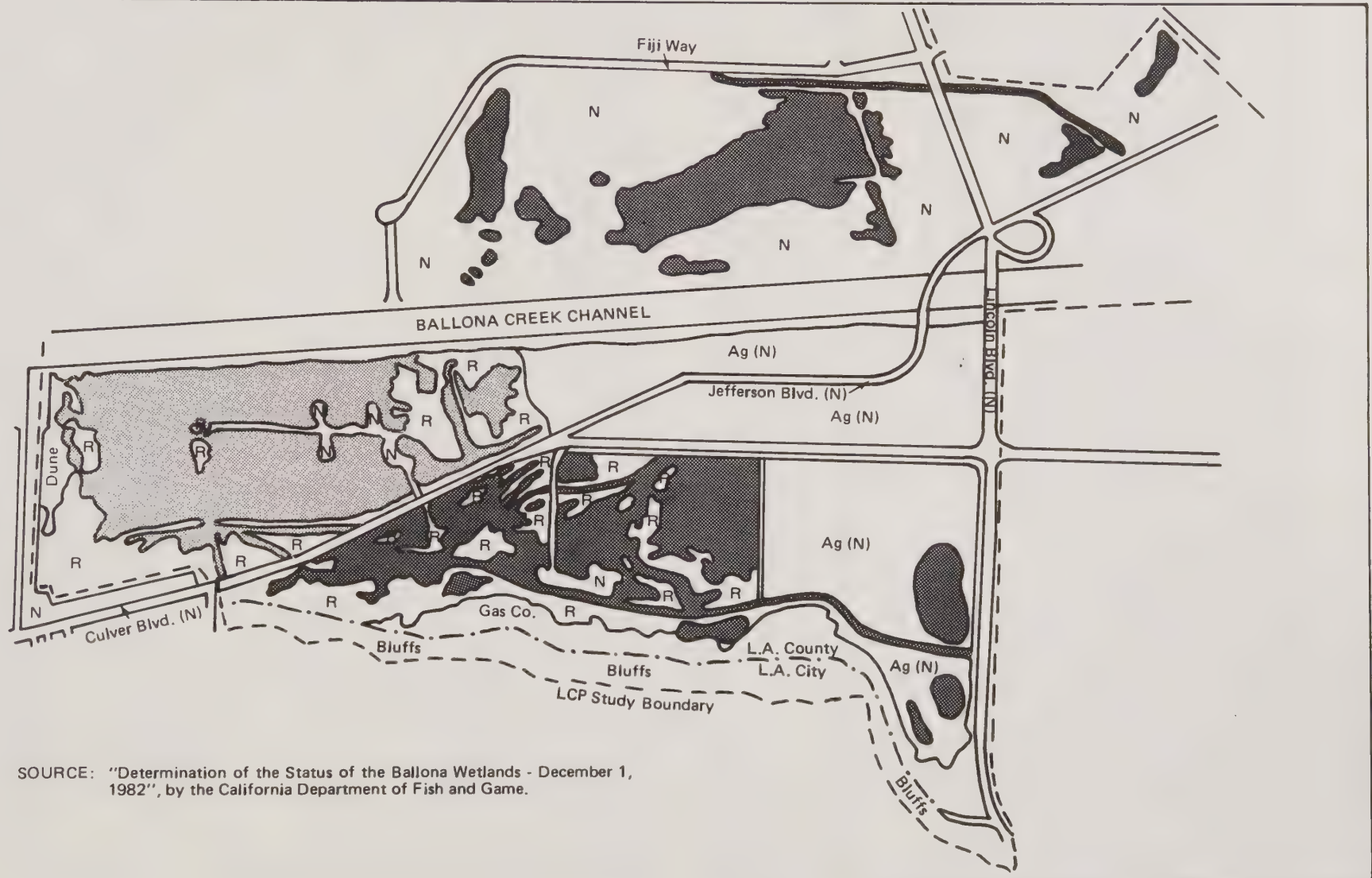
Neither Unit 3 as a whole, or even portions thereof, are designated wetlands because in a biological sense the definition lacks heuristic (predictive) value. Unit 3 is not a saltwater marsh, a freshwater marsh, a brackishwater marsh, a swamp, mudflat, or fen. Early in the 20th century, portions of this unit may have been marsh but the available aerial photographs clearly indicate that by the 1950's it had been converted to agricultural land. During the construction of Marina del Rey in 1960-1962, the dredged spoils were placed on this unit and the agricultural use was destroyed. The marine bottom material was conducive to *Salicornia* growth in the central, lower portions of the dredged fill area. However, a series of historical aerial photographs since 1962 clearly indicate this community is deteriorating and breaking up into small pockets. The NHPF's impression over the past two years of work on the unit also indicates qualitative deterioration and comparison with the obviously healthy vegetation on Unit 1 clearly shows the poor quality of the hydrophytic plants on this dredged material. The present mean minimum elevation of 12

map 14

PRESENT STATUS OF THE BALLONA REGION



 Non-degraded wetland	 Feasibly restorable former wetland	 Former wetlands Agricultural Field
 Degraded wetland	 Former wetland not feasibly restorable	 Environmentally sensitive upland



SOURCE: "Determination of the Status of the Ballona Wetlands - December 1, 1982", by the California Department of Fish and Game.

feet above mean high tide precludes long-term wetlands interactions as a functional community. NHMF entomological data confirm the absence of insects and other arthropods which require wet conditions and thus the lack of a true "wetlands" in this unit. These data indicate this unit is rapidly undergoing old field successional stages. In the Unit 3 dredged spoil area, the presence of *Salicornia* today is not a significant indicator of wetlands but merely indicates the remnants of the conditions created by bay bottom dredging. This unit is properly simply called dredged spoil. With the presence of functional wetlands in Units 1 and 2, efforts should be placed on management and restoration of those areas rather than expending efforts on a community that was artificially constructed and will never serve as a wetlands habitat.

Unit 4, also comprised primarily of dredged fill material, exhibits many of the same characteristics present in Unit 3. In its current condition, the habitat of Unit 4 supports a low diversity of bird species, with little if any representation of wetland-adapted species. Existing pickleweed habitat in Unit 4 does not appear to be important to birds at present.

Furthermore, Unit 4 is of very low value in terms of the entomological fauna. Most of the species present are characteristic of highly disturbed urban regions in the Los Angeles Basin. Unit 4 has the same insect habitats as Unit 3, but lacks a majority of the species found in the larger area.

Finally, most the plants cited in Unit 4 are non-natives and rather weedy and aggressive by nature. Because of the highly disturbed nature of Unit 4, its biological importance as compared with other study sites in the Ballona region is greatly diminished. The NHMF staff has concluded that management decisions regarding Unit 4 need not involve preservation of existing habitats.

In summary, as indicated above, no part of Unit 3 or 4 should be considered a wetland. Those hydrophytic plants present are of poor quality and the area lacks any insects or arthropods which indicate the presence of wet soils and wetland conditions.

The Agricultural Lands east of Units 1 and 2 have also been determined not be wetlands. As wetlands are characterized by a high water content which supports certain plants, the sufficiently dry nature of these lands which allow agricultural vegetation, disqualifies these areas as wetlands. The type of vegetation characteristic of wetlands is incompatible with vegetation predominate in agricultural land and vice versa.

The California Coastal Act defines environmentally sensitive area in Section 30107.5 as follows:

"'Environmentally sensitive area' means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments."

As noted in the Guideline, the Coastal Commission will make an independent determination based on all available data of whether a specific site is to be designated an environmentally sensitive area.

The recommendations contained in Supplement I of the LCP (*Biota of the Ballona Region*) and adapted in this element will assist in defining the specifics of this property in relation to such designations and in determining consistency with Section 30240 of the Coastal Act, which contains standards for siting development both within and adjacent to environmentally sensitive areas.

— Wetland Restoration/Enhancement

Saltwater Flow and Quality of Littoral Zone

The littoral zone is the area subject to tidal influence. Pickleweed (*Salicornia* spp.) is characteristically the dominant plant of the upper littoral zone along the southern California coast. Increasing the amount of tidal water entering the system would increase the productivity of the *Salicornia*, and the addition of the water onto Unit 2 would increase the density and health of these plants while causing the weedy higher-elevation plants there to decrease. With added

water into Unit 1, the *Salicornia* would increase the area on which it grows and thus provide important additional habitat for Belding's Savannah Sparrows, one of the endangered species present on the wetlands. As discussed below, breeding populations of Belding's Sparrows are limited to pickleweed. Expansion of stands of that plant could potentially increase the size of the Ballona population of the sparrow. This could be an important factor in the long-term survival of the species. Enhancing pickleweed quality and extent and its associated insect fauna would be beneficial to the total ecosystem stability. Increasing tidal flow with resultant stands of salt grass would also allow the Wandering Skipper, a rare insect, to increase the size of its current population. Pickleweed is also essential as primary foraging habitat for the Alligator Lizard. Increasing tidal flow would also provide the input of nutrients and flushing action necessary to support larger invertebrate and fish populations in Units 1 and 2.

While increased saltwater flow is generally desirable, in some areas, a drier, higher habitat should be provided to allow for egg-laying and refuge sites by the herpetofauna and other animals.

Mudflats

Mudflats provide exceedingly important habitat for many organisms, most spectacularly the wintering water and shorebirds in the Ballona region. Many herbivorous-detrital-eating mollusks move about on the surface of the mudflats, and many invertebrates (i.e., polychaetes and insects) provide a source of food below the surface. The flats are also habitat for the Mudflat Tiger Beetle, which is greatly reduced from its original range in the United States. Many species of estuarine flies and beetles breed or develop in the mud. Preservation and enhancement of the flats are important to the stability of the ecosystem. The mudflats most important to the birds occur in Unit 1.

Human/Human Artifact Access

The Ballona Wetlands show obvious degradation due to traffic by vehicles, domestic animals and humans on foot. The negative effects of such intrusion are particularly obvious in Units 1 and 2, where the disturbance to the natural functioning of the system cannot be over-emphasized. Unit 1 is frequently used by horseback riders, presumably emanating from the stables immediately adjacent to the marsh on Culver Boulevard. Horse and other traffic severely damage the existing vegetation and definitely inhibit growth of new plants by compacting the soil and crushing subterranean animal forms. Food and cover for animals are removed, and invertebrate and vertebrate life killed. Human intrusion also disturbs the activity cycles of all animals, especially the birds. Dogs and cats cause serious disturbance and actually kill wildlife.

Off-road vehicular (ORV)-caused mortality to animals and plants is a major problem in this region. Such traffic has increased during the two years of the study, and the effects of ORV's are potentially even more serious than those of horses or dogs, because of the deeper disturbances and much larger area they are able to cover.

Dune Habitat

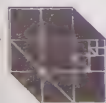
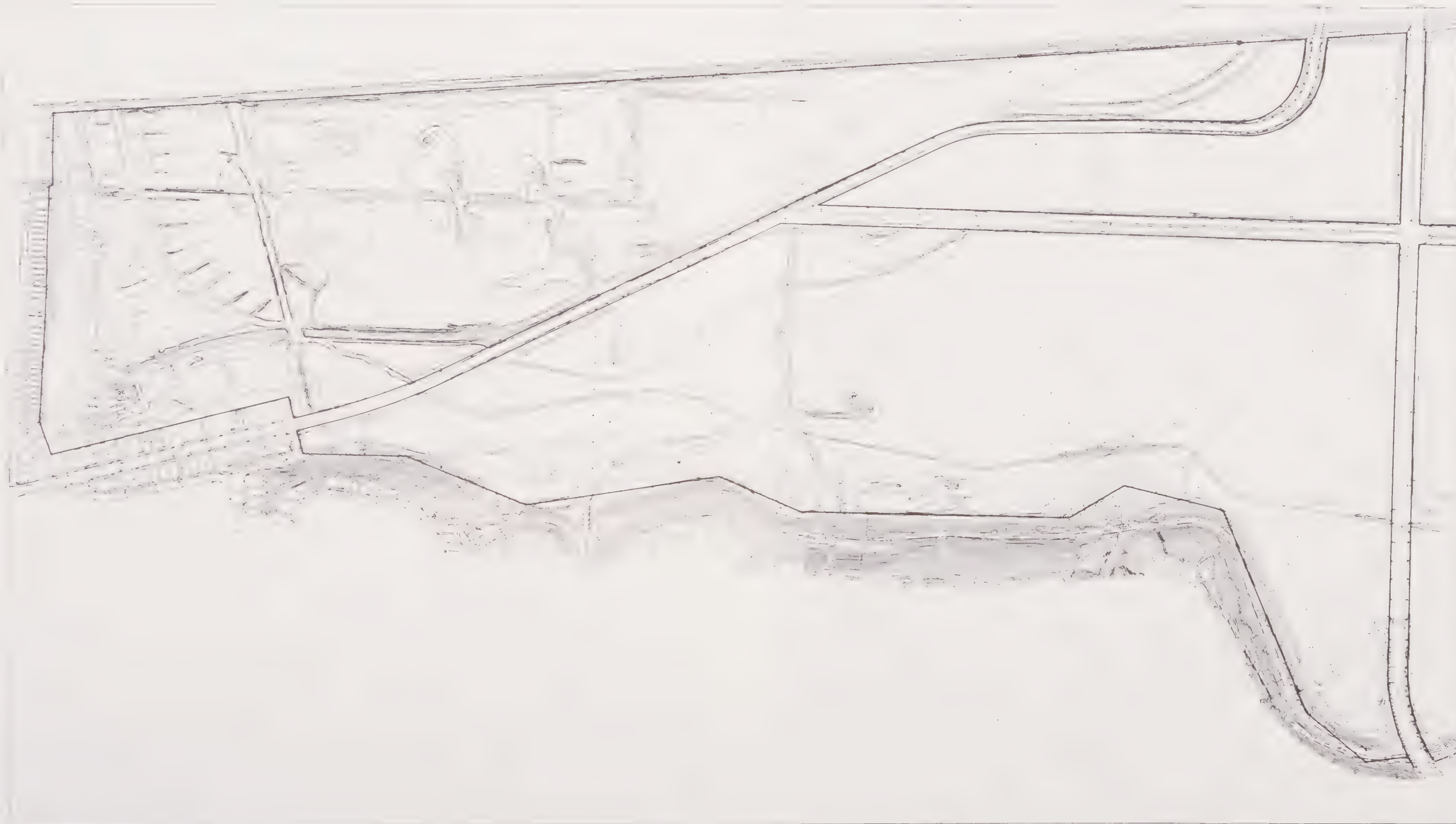
Like marsh and estuarine systems, coastal dunes are becoming increasingly more rare in California. The west end of Unit 1 is an important dune habitat. The highest number of insect species restricted to the sea coast are found there. This area is inhabited by the California Legless Lizard (*Anniella pulchra*), which can only survive in areas of loose sand. Within the study area, this lizard was found only on the dune and the sandy alluvial fan near the southwest corner of the region.

Freshwater Habitat

Freshwater is an important component of this region and a balance between saltwater and freshwater is essential to the environmental health of the wetlands. At present, the freshwater input to the region is primarily from the polluted Jefferson storm drain, Centinela drainage ditch, and runoff along with erosion from the bluffs on the south side of the property. This freshwater is important for the maintenance of the *Salicornia* in the wetlands during the winter rainy season, as it provides dilution of the saltwater to the brackish conditions that define a saltmarsh. The drainage ditches support freshwater aquatic plants, freshwater fishes and are breeding sites for amphibians. The Pacific Tree Frog and Western Toad are dependent on the freshwater sites.

map 14a

AREA B — TOPOGRAPHIC MAP



Mosquito fish (*Gambusia affinis*) were introduced in the freshwater system and have become an important food source for birds and are also an important predator on mosquito (*Culicidae*) larvae.

Native Trees, Shrubs and Low-Growing Vegetation

Trees and scrubs are limited in the Ballona property and much of the area is dominated by introduced species of plants such as eucalyptus and ice-plant (*Carpobrotus edulis*). These non-native plants are detrimental to a functional ecosystem; few animals feed on them, and the ice-plant is crowding out native plants that are used by local organisms. The lack of trees and shrubs limits the foraging habitat; number of refuges and roosting-loafing sites; and prey items available for the resident and migrant vertebrates on the property. Insect and reptile amphibian data especially indicate that those species are most abundant in the native shrub vegetation that is available.

Additional native trees and shrubs should be planted around the margins of the wetlands, and this could be accomplished easily in areas such as surrounding berms and the access roads to the gas company wells. The ice-plant should be eliminated, because it will eventually crowd out many of native plant species. The dunes can be expanded by bringing in more sand to the south end of the system. Shrubs such as Laurel-Sumac (*Rhus laurina*), California Sage (*Artemisia californicum*), California Buckwheat (*Eriogonum californicum*) and lupine (*Lupinus chamissonis*) planted in sandy sites would greatly enhance the region as a diverse wildlife habitat.

Tern Breeding Site and Bird Roosting-Loafing Area

Unrestricted tidal flow, as recommended above for augmentation and enhancement of the salt-marsh habitat, conflicts with the goal of maintaining a viable Least Tern colony in the region. Normal tidal action will flood the saltflats of Unit 1, where Least Terns nest when it is dry. The variety of breeding sites currently in use by Least Terns in California indicates that they will use a wide range of dry surfaces with a substrate appropriate for next excavation. It should be feasible to elevate the breeding colony area above the high-tide level, thus avoiding periodic flooding. This could be accomplished by filling in the tern colony area with soil graded from the surrounding area during the early fall. This "island" should be topped by sand substrate which would be more favorable for nest construction than the existing saltflat. Any such efforts should, of course, be planned in consultation with the California Least Tern Recovery Team and timed to avoid conflict with tern breeding. This raised area would provide a permanent roosting-loafing site for shorebirds and waterbirds and would enhance the bird use of the region.

Unit 3 supports a limited Belding's Savannah Sparrow breeding site, although their numbers decreased during 1980 and 1981 as compared to 1979. As this site will be eliminated as development in this area commences, a new site should be planned and located south of the channel.

Solid Waste and Dissolved Chemical Pollutants Disposal

Much of the property is badly littered with trash. While this material may provide some habitat for organisms, it is unnatural and detracts from the overall aesthetic value of the property. Dumping and accidental littering should cease and the existing refuse should be removed.

Pollution of the aquatic portions of the region by hydrocarbon pesticides, heavy metals and other chemicals is a potential source of further degradation of the wetlands. The Mullet fishes captured during this study showed a high frequency of ended fins and other abnormalities associated with high pollution levels. An adequate means must be found to minimize the present pollution sources and to minimize undesirable contaminants such as pesticides, fertilizers, and heavy metals from entering the system.

— **Buffer/Management Area**

Wetlands are not isolated, independently functioning systems and are dependent on associated watersheds and upland transition areas. Additionally, since ecological stability is related to habitat diversity and sufficient space, maintenance of a large contiguous area is the only alternative that meets the criteria of preserving the maximum number of species and a viable wetlands system within this region. Preserving small portions of various areas that are not connected by

open, native habitat will not provide the stability needed in this region for long-term maintenance of the marsh. Units 1 and 2 are the center of the area to be protected. The portions of land needed to buffer and protect the wetlands and provide the ecological diversity necessary for stability in this region are: the bluffs and slopes to the south of Units 1 and 2 and extending northerly of the northernmost boundary of Cabora Dr. (easement line, dedicated right-of-way line and property line) from Lincoln Blvd. to Falmouth Ave. and extending west from Falmouth Ave. to Pershing Dr. along the City/County boundary line, excepting gas company installations; the dunes to the west of Unit 1; the slightly higher portions of land immediately surrounding the wetlands; and the occasionally wet agricultural lands immediately to the east of Unit 2 which grade onto the slopes and along the Centinela drainage ditch. These areas might or might not be designated as ecologically sensitive habitat but they clearly fit the ecosystem concept and thus should not be separated from the wetlands. The dunes and slopes will provide buffer to the wetlands on the south and west and the Ballona Creek flood control channel on the north provide adequate buffer there. To the east, the construction of a nature center north of Culver Boulevard will buffer Unit 1. Environmental improvements along the present gas company access road and construction of a tidal-influenced, freshwater lake with its mud flats area immediately east of that road would provide adequate buffer to Unit 2. Maintenance of open space with proper fencing along the north side of Centinela drain after its relocation will provide protection to the north side of the bluffs. With protection of this total region incorporating the recommendations in this chapter and in Supplement 1 of the LCP both the spirit and letter of the Coastal Act laws met in regards to habitat protection.

— **Wetland/Boating Facility Compatibility**

As previously detailed in this element, the vacant area north of the Ballona Creek flood control channel is not considered wetland habitat, either functioning or degraded. It is properly defined as a dredged spoil area comprised of materials deposited during the creation of Marina del Rey Small Craft Harbor.

Conversely, this area represents the only large parcel of vacant land in the area which could feasibly support a new Marina basin and new boating facilities are a major goal of the Coastal Act. Inasmuch as neither wetland preservation nor restoration is considered a feasible option based upon the ecological analysis of this area, the compatibility of a boating facility and a wetland is not considered an issue. As noted, the Ballona Creek Flood Control Channel will provide an adequate buffer between development to the north and wetlands to the south.

— **Summary of Enhancement/Restoration Actions**

Based upon data presented in the NHMF study and in concert with the Coastal Act policies appearing at the beginning of the chapter, the LCP proposes that the following NHMF- and/or DRP- generated policies and actions be undertaken to accomplish the restoration/enhancement of the Ballona Wetlands environment (see Policies and Actions):

Improve flap gates to permit freer crossflow between Ballona Creek Flood Control Channel and wetlands.

Provide additional culverts between creek and wetlands.

Create estuaries near flapgate locations.

Reprofile drainage channels.

Provide additional culverts under Culver Boulevard.

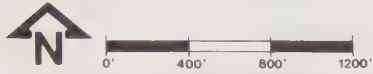
Remove salt pan area encroaching on wetlands.

Relocate gas company wells if necessary and feasible.

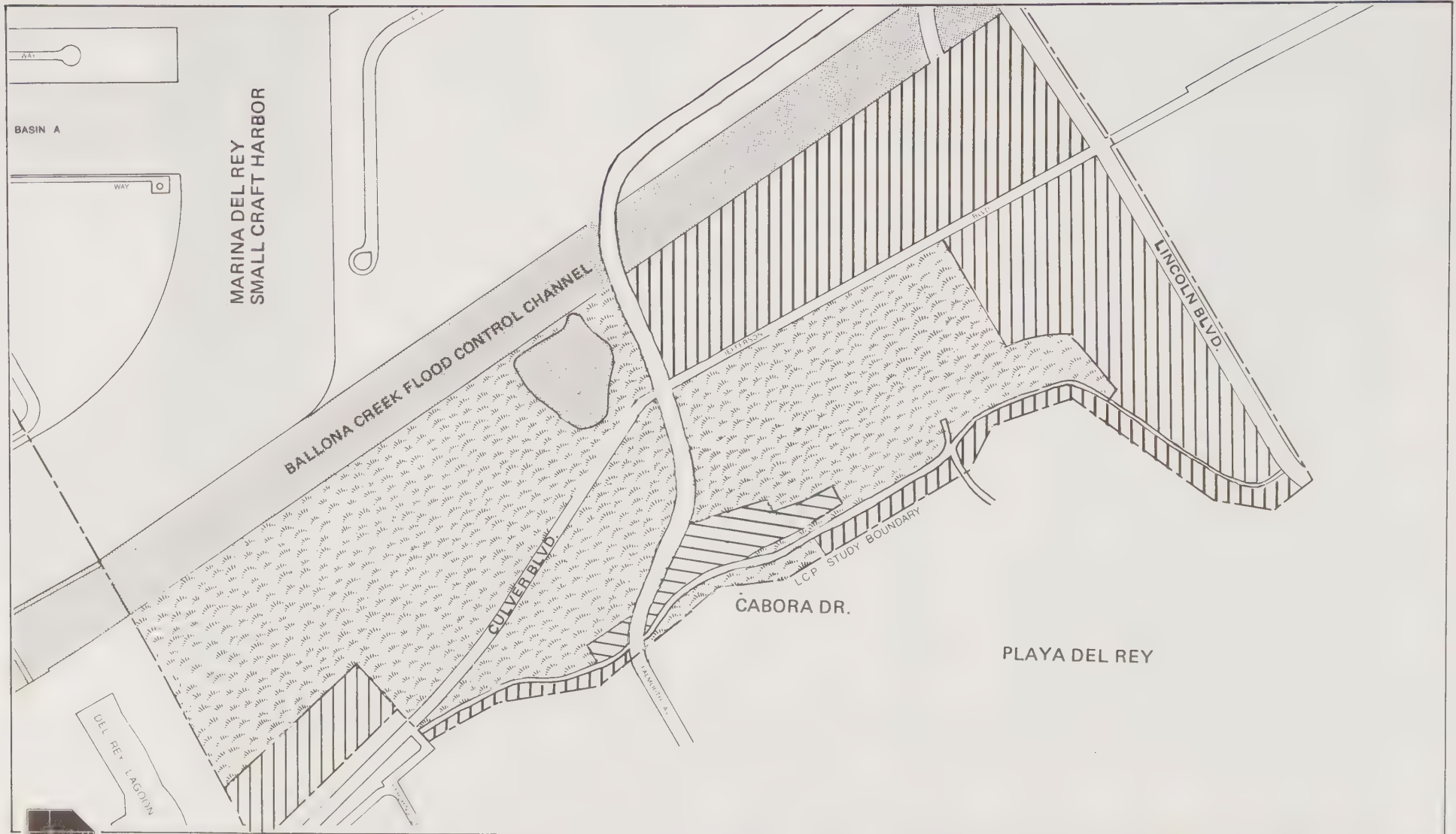
Create new breeding site for California Least Tern and Belding's Savannah Sparrow.

map 15

AREA B – GENERALIZED LAND USE PLAN



- | | | | |
|--|--|--|--|
| | Wetlands, Ecological Support Areas and Buffer Area | | Public Utilities |
| | Residential and Private Open Space | | Water (Lagoon is part of Wetland Area) |



— **Nature Center**

A nature center should be constructed in Unit 1 (Area B), and provisions made for adequate funding of a full-time staff of naturalists and custodians to carry out natural history educational programs and maintenance and ranger service in the region. Access points to the marsh should be provided to allow appropriate recreational and scientific use of the region. Such activities as nature study by school groups, bird watching and photography, and walking in a green-protective zone would not conflict with conservation goals if properly planned and should be incorporated into the development plans for the property. Elevated walkways could be provided which allowed observations of the wetlands and dune-riparian habitats without undue physical intrusion. A model system exists in the Florida Everglades and Corkscrew Swamp, where a series of walkways extend into various habitat types with sufficient buffer to preclude disturbing native wildlife. Periodic rest points provide interpretive information on the biology, geology and climatology of the region. Such a nature center would have the obvious benefit of increasing public awareness of the importance of wetlands and other native habitats and serve as model for other such preserves in California.

— **Mosquito Breeding**

The Los Angeles County West Mosquito Abatement District controls mosquito breeding in this area. Any plans for wetlands enhancement and/or development in this area should recognize the following needs of the District: access for inspections and mosquito control equipment; proper drainage and flushing of water ways. The District should be involved in the design process.

Standing water should not be allowed to remain unflushed for periods longer than 48 hours, or such other time period deemed safe by the District.

— **Wetland Determination - California Department of Fish and Game (DFG)**

While the County of Los Angeles remains fully supportive of the research and findings of the NHMF study, it recognizes that the CCC relies primarily upon the findings and recommendations of the DFG in the delineation of wetlands along the California coast.

On December 1, 1982, the DFG published the "Department of Fish and Game Determination of the Status of the Ballona Wetlands". The DFG found a total of 162.6 restorable wetland acres in Area B and 40 restorable wetland acres in Area A. In applying the Coastal Act policy 30411 (b) (2) development/restoration formula to Area B, 75% of this area must be restored as functioning wetlands, or 122 acres.

Furthermore, recognizing the suitability of locating a new boat basin in Area A and favoring a unified wetlands area, the DFG proposed that the 40 wetland acres which will be lost in Area A be compensated for in Area B on an acre-for-acre basis — creating a total wetland restoration project of 162 acres in Area B. Through further study (acreage transfers and consolidation), the DFG has discovered the opportunity to create a 175.4-acre wetland in Area B.

Finally, the DFG defined 27.1 acres of environmentally sensitive uplands in Area B which are vital in terms of wetlands support, not including additional open space buffers.

d. **Findings**

- Construction of the Ballona Creek Flood Control channel in 1932 significantly reduced the wetlands and was the single most damaging factor in this regard.
- The NHMF's evaluation (in applying wetland definition guidelines of the California Coastal Commission) indicates approximately 209 acres of wetlands, buffer and ecological support area (including the bluffs) worthy of preservation and protection in Units 1 and 2 (Area B).

- The vacant areas north of Ballona Creek (Units 3 and 4 or Areas A and C) are not considered degraded wetlands, but rather dredge spoil areas consisting of material deposited there during the construction of the Marina del Rey Small Craft Harbor from 1960-1962.
- Among the actions recommended by the NHMF study to enhance and preserve the wetlands are the following: increase saltwater flow and enhance littoral zone; preserve mudflats; limit access by humans and human artifacts, preserve and enhance dune habitat; provide for freshwater habitat; increase the number of native trees, shrubs and low-growing vegetation; construct tern and sparrow breeding sites and bird roosting-loafing areas, and exclude the dumping of solid waste and dissolved chemical pollutants.
- A nature center with observation points and nature trails should be constructed to allow for appropriate recreation, educational and scientific use of the area.
- The County recognizes the findings and recommendations of the California Department of Fish and Game in proposing a wetlands restoration project of 175 wetland acres and 27.1 environmentally sensitive upland acres in Area B and, accordingly, modifies its policies to reflect this.

e. **Proposed Policies and Actions**

The following recommendations from the NHMF's **Biota of the Ballona Region** have been modified by the DRP and the California Department of Fish and Game recommendations and adopted as LCP policies.

1. The environmentally sensitive habitats areas in the study area are the wetlands, including freshwater marsh (175.36 acres), the sand dunes, and parts of the bluffs east of Falmouth Avenue. The existing and potential sensitive habitat values in these areas shall be protected, enhanced, and where feasible, restored. Permitted uses shall be limited to open space, habitat management, controlled nature study and interpretation, designated roadways and the existing and ongoing industrial uses of the Southern California Gas Company.
2. The following areas will be protected as necessary ecological support areas: parts of the bluffs and slopes to the south of Units 1 and 2 and north of Cabora Drive and extending from Pershing Drive east to approximately Hastings Avenue; the dunes to the west of Unit 1; and the slightly higher portions of land immediately surrounding the wetlands, the bluff face south of Cabora Drive between Falmouth Avenue and Zayanta Drive, and the buffer areas. Permitted uses in these areas shall be limited to open space, habitat management, and controlled nature study and interpretation, designated roadways and the existing and ongoing industrial uses of the Southern California Gas Company. The interpretive center and the youth hostel shall be located in the Habitat Management Area. A 100' buffer area will be provided between wetlands and other environmentally sensitive habitat areas and development. In addition, a 50' structural set back from the buffer area will be required. Certain additional recreational uses as described in Recreation and Visitor-Serving Facilities Policy 7 will also be permitted in buffer areas.

The buffer and structural setback standards shall not apply to the existing and on-going Gas Company facility in Area B, including necessary well sites located throughout the study area.

Also, these standards shall not apply to those portions of the bluffs south of Cabora Drive extending from approximately the dedicated, unimproved right-of-way of Hastings Avenue westerly to Zayanta Drive and from Falmouth Avenue westerly to Pershing Drive.

Therefore, those portions of the bluffs referenced above will be available for development subject only to those conditions set forth in Hazard Areas Policy 11 and any appropriate standard contained in the Local Implementation Plan.

Those portions of the bluffs easterly of the approximate dedicated, unimproved Hastings Avenue right-of-way, both north and south of Cabora Drive, are available for development consistent with standards set forth in the Local Implementation Plan and shall not be subject to the 100' buffer and the 50' structural setback.

The ecological support areas, combined with the wetlands, the buffers and the site for the interpretive center and the youth hostel will constitute at a minimum a 209 acre Habitat Management Area.

3. The 209 acre Habitat Management Area contains the wetlands, all necessary buffer areas and necessary ecological support areas. Adjacent urban uses shall be designed to protect the habitat values of the Management Area. To avoid adverse impacts on avian flight patterns, permitted residential buildings located within 100 feet of the Management Area boundary shall be limited to a 35' height and no buildings shall be permitted within 50 feet of the Management Area boundary except as noted in Policy 2 above.

Permitted uses in the buffer areas shall be limited to open space, habitat management, and controlled nature study and interpretation. However, the low-intensity recreational golf course or other private open space shall be reconfigured to lie directly adjacent to the eastern boundary of the wetland area, and could occupy the easterly half of the buffer area which lies south of Jefferson Boulevard.

4. Access roads to the gas company wells in the central area and channel berms will be modified to provide more gradual slopes and will be planted with native vegetation. Plans for relocation of any gas wells must be approved by the State Department of Conservation - Division of Oil and Gas. Any such relocation shall be designed and undertaken in such a manner so as not to negatively impact wetlands or the associated environment.
5. Following relocation of Centinela drain closer to the bluffs (See Policy No. 10), an open space with proper fencing along the north side of the creek will be provided to allow for buffering along the north side of the bluffs.
6. To increase the littoral zone in the wetland area, the following actions will be undertaken: installation of tidal flow systems to permit water movement between Ballona Creek and the wetlands*; breaching and recontouring of the berms and channels within the wetland; installation of additional wide culverts under Culver Boulevard and the creation of several additional channels within the wetlands.
7. Mudflats in Unit 1 will be preserved and enhanced.
8. The wetland areas, the support areas (especially dunes) and the remainder of the management-support area will be restricted to allow human-foot traffic only for scientific and educational purposes under strictly controlled conditions. All vehicular traffic and domestic animals will be entirely excluded with the exception of Southern California Gas Company personnel, vehicles and their agents in performance of gas storage facility maintenance operations. Equestrian operations will be strictly prohibited from Area B due to habitat impacts.
9. The dune habitat to the west of Unit 1 and the associated sandy alluvial fans at the southwest and southeast portions of the area will be protected and maintained.
10. Drainage ditches in the area should be rebuilt if necessary for habitat enhancement purposes and, if feasible and necessary, moved, in order to provide an enhanced and functional freshwater system. Centinela drain should be rerouted to more closely align with the base of the bluffs. The Centinela channel shall remain an open, above surface channel within the ecological support area to serve the dual function of runoff control and habitat enhancement.

*A device will need to be installed on culverts to cease cross-flow during flood flow control.

11. Additional native trees will be planted around the margins of the wetlands (e.g., surrounding berms and access roads to gas company wells).
12. Ice plant in the area will be eliminated.
13. Native shrubs such as Laurel-Sumac, California Sage, California Buckwheat, and lupine will be planted in sandy sites.
14. An elevated tern breeding site and bird roosting-loafing area should be constructed in consultation with the California Least Tern Recovery Team and pursuant to an overall Habitat Management Program.
15. As part of management program, solid waste and littering will cease. Pollution will be controlled by means of pollution traps as explained in the Marine Resources Chapter.
16. An interpretive center should be provided in the area just west where the rerouted Culver Blvd. enters Area B after crossing Ballona Creek, with a staff of naturalists and custodians to carry out educational programs and maintenance in the wetlands. Elevated walkways and observation points should also be provided.

In addition to the preceding policies recommended by the NHMF, the following policies are proposed as part of the LCP based upon data presented in the NHMF study.

17. A hydrologic and hydraulic analysis should be completed prior to any modification of existing drainage patterns and/or facilities.
18. Development plans within the Habitat Management Area will be reviewed by the Los Angeles County West Mosquito Abatement District and the State Department of Fish and Game, in consultation with the U.S. Fish and Wildlife Service.
19. Jefferson storm drain water will be diverted into the Ballona Creek flood control channel to limit pollutants from entering the wetlands from this source.
20. A new Belding's Savannah Sparrow breeding site should be planned and created in Unit 1 or 2 (Area B). Formation of a Belding's Savannah Sparrow Recovery Team should be considered in pursuit of this objective.
21. Estuaries will be created near the existing flapgate locations.
22. The existing saltpan area within the wetlands will be eliminated to allow the natural reestablishment of salicornia as the area is inundated via improved tidal flushing.
23. As a condition for developing the marina in the degraded wetland in Unit 3 and for developing the agricultural land adjacent to the wetland south of the Ballona Creek Channel:
 - a. A major owner of Area B shall designate, subject to County approval, an appropriate agency or organization to own and permanently manage the wetlands and environmental support areas;
 - b. The major landowner of Area B shall fund the preparation of a "Restoration Plan" (either directly or through a foundation), such plan to be prepared by the designated owner/manager and approved by the major landowner, in consultation with the Department of Fish and Game, the Coastal Conservancy, the Los Angeles County Natural History Museum Foundation, L.A. County Department of Regional Planning and other appropriate agencies/organizations;

- c. The Restoration Plan prepared by the designated owner/manager shall be completed and presented to the Commission for its review as part of the Local Implementation Program;
- d. The major landowner of Area B shall convey title to its portion of the habitat management area to the designated owner/manager following certification of the Local Coastal Program by the Commission.
- e. The major owner of Area B shall fund the wetland and habitat restoration activities set forth in the Commission-approved Restoration Plan. Such restoration to be performed by the designated owner/manager shall commence prior to or simultaneous with grading for residential units in Area B and must be completed prior to their occupancy.
- f. Upon completion of enhancement and restoration activities, the major landowner of Area B shall transfer funds to an endowment as specified in the Restoration Plan to assure the management and protection of the habitat resources contained in the habitat management area for a minimum of 50 years; and,
- g. If the total cost of habitat restoration and management (see subsections b, e and f above) does not exceed the \$10 million conditionally guaranteed by the major landowner of Area B, the unused portion of the \$10 million shall be used to assist in the construction and operation of an interpretive center and related interpretive facilities.

If the total cost of restoration and management (subsections b, e and f above) of the wetlands and related support areas exceeds \$10 million, no additional funding requirement for interpretive center or interpretive facilities shall be imposed on the major owner of Area B; the County of Los Angeles will then be responsible for seeking the funding for such facilities from other sources. Contributions are also expected to be made by the public, by government grants and by other foundations interested in the interpretation of this important natural resource.*

- 24. A total of 10 acres of lagoon use may be established to serve the dual function of habitat enhancement and runoff control. The lagoon(s) shall be designed to store the minimum amount of runoff necessary to adequately perform the flood control function while providing for substantial shallow water feeding area for wild wetland birds as recommended by the State Department of Fish and Game. The lagoon(s) shall also be designed to maximize downstream discharges for habitat enhancement purposes.

*This financial commitment is subject to CCC certification of Areas A, B and C of the Marina del Rey/Ballona LCP.

a. Coastal Act Policies

30241. *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*

(a) *By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban uses.*

(b) *By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses and where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*

(c) *By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*

(d) *By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*

(e) *By assuring that public service and facility expansions and non-agricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.*

(f) *By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

30242. *All other lands suitable for agricultural use shall not be converted to non-agricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.*

30250. (a) *New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

b. Issues Identified

- Portions of Area B have been leased for agricultural purposes since the 1920's. The area does not contribute significantly to the overall regional agricultural economy. The Coastal Act provides under Section 30241. (c) conversion of agriculture land surrounded by urban uses where the conversion of the land would be consistent with Section 30250 of the Coastal Act. (Within existing developed areas able to accommodate it.) IS THERE A NECESSITY FOR CONTINUING AGRICULTURAL USES HERE?

c. Research Analysis

Agricultural use of portions of the undeveloped Area B has occurred on a lease basis since the 1920's when Japanese truck farmers began growing beets near the intersection of Lincoln and Culver Boulevards. Land immediately east and west of Lincoln Boulevard was cultivated in the 1940's and the portion westerly of Lincoln has continued to be used for row crops, weed abatement and cut grasses. At the present time, barley and beans are the principal crops. In a recent study "Ballona Creek Vegetation Study", April 1981, conducted by Shapiro and Associates, Inc., prepared for the U.S. Army Corps of Engineers, the most common row crop identified was lima beans. The study concluded that the crop was not very successful since it appeared either stunted, ungerminated, or mixed with alkali weeds. According to the County's Agricultural Commissioner, as of July 1981, approximately 175 acres of prime agricultural land west of Lincoln were cropped accordingly: 50 acres of lima beans, 75 acres of barley, and 50 acres left fallow.

The overall value of the land leased for agricultural purposes is dependent on the agricultural viability and economic returns. Agricultural viability is a combination of soil and climate characteristics and its ability to permit various crop farming and year around growth. The land west of Lincoln and south of the Creek is more saline than normal prime agricultural land. Freshwater is not available and must be trucked in. In addition, occasional flooding eliminates some of the agricultural productivity. Despite this, crops produced on the leased lands have yielded an annual gross value of \$200.00 or more per acre for three of the previous five years, thus meeting the 1965 California Land Conservation (Williamson) Act standards for prime agricultural land. However, the area's productivity has been inconsistent and limited, based on the crop value, availability of freshwater, soil salinity and flooding. Because the land is leased and not owner-farmed — and owners have announced development plans — there is no commitment to continued agricultural use.

In Section 30241, the Coastal Act states that "The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy . . ." Regarding conversion of agricultural land however, S.B. 684 amended the Coastal Act subsection (c) to permit "the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250".

Section 30250 permits new development located within, contiguous with, or in close proximity to, existing developed areas capable of supporting it. Accordingly, the agricultural area west of Lincoln could be converted to non-agricultural uses because of its proximity to existing developed areas. (Playa del Rey, Marina del Rey and Del Rey Lagoon) Conversion of this area is a logical extension of infill development which is encouraged by the County of Los Angeles General Plan. Furthermore, conversion of this area would not in any way adversely affect a subregional agricultural economy.

Area B includes a 10-acre lagoon as part of the wetland preserve area south of Ballona Creek. This lagoon area would be sited just northwest of the Culver/Jefferson intersection. The lagoon would function as "roosting and mudflat" area for birds, a flood control basin, and as a source of freshwater for the wetlands through overflow.

d. Findings

- The lands presently used for agricultural purposes are leased and can be permitted or discontinued at the option of the owner.
- Using the 1965 California Land Conservation Act definition, the site could be considered "prime agriculture land".
- The actual viability of the site for agricultural use is limited by conflicts with urban uses, soil, water, and occasional flooding conditions.

- Section 30241 (c) of the Coastal Act would permit conversions of agricultural lands providing consistency with Section 30250.
- Conversion of this area would not adversely affect a sub-regional agricultural economy.

e. **Policies and Actions**

1. Allow conversion of portions of agriculture land west of Lincoln Blvd. to urban use based on Coastal Act Section 30241 (c).
2. As mitigation for occasional bird habitat values, create a lagoon area for bird roosting acting as a year round wet area.

a. Coastal Act Policies

30244. *Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

b. Issues Identified

- A limited number of possible archaeological sites have been identified in the LCP area and may experience possible disruption by new development. WHAT IS THE BEST WAY TO PROTECT THESE RESOURCES?

c. Research Analysis

Cultural heritage resources, as protected by the Coastal Act, are those of archaeological and paleontological value as identified by the State Historic Preservation Officer. These resources, particularly ones relatively undisturbed, must be considered when planning new development and protected through reasonable mitigation measures.

The Ballona Creek area, which includes the land within the LCP study, is the lower portion of the Los Angeles River drainage system, once an unaltered and unchannelized flood plain. Some of the oldest human fossils in North America, including the Los Angeles Man fossil and the Haverty skeleton, have been found along this drainage system indicating that early people on this continent occurred locally and that more of this type may still lie deeply buried in the area. Other artifacts also indicate an extensive time depth. Cogged stones and extensive mano-metate components suggest a time period between 8000 to 5000 years ago while flexed burials underlying cremations in stratified deposits represent the Middle Period, from 5000 to 3000 years ago. The most numerous deposits are late period Canalino and Shoshonean sites dated 3000 to 150 years old.

The State Historic Preservation regional office is UCLA's Institute of Archaeology where archaeological site survey records are maintained. One recent study, "Archaeological Assessment of the Summa Corporation Property, Culver City, Los Angeles County, California", March 5, 1979 by archaeologist R.L. Pence, identifies sixteen (16) known sites in the general vicinity although only three relate directly to the study area. Only one is entirely within the LCP area. Two other sites, located in higher elevations along the Playa del Rey bluffs, are at/or near the edge of the study area. These various sites have produced quartzite debitage, pismo and chione clam shells, a temporary campsite, artifact materials plus burials and cremations, food, fish, and mammal remains and arrowheads.

Because of the area's water dispersion function during heavy rains, the low-lying areas were not popular for permanent residences. Instead, as the recorded site locations demonstrate, they were built up along the bluffs overlooking the marsh area.

The only known site located entirely within the County LCP area and one of the few sites in the lower elevations, was recorded by Hal Eberhart on November 27, 1949 as a probable village. Located east of Lincoln Boulevard and near the upstream banks of the previously free-flowing Ballona Creek, most of it is presently under ten (10) feet of fill. It was partially disturbed when recorded and has been built over by Culver Boulevard, Pacific Electric Railroad right-of-way, and the Blue Goose Packing House. Any new development in this area shall be carefully reviewed for further impacts on this site and appropriate mitigation measures applied. If determined feasible by environmental procedures, the site should be recorded and preserved on site, as is. "Feasible", as defined by Section 30108 of the Coastal Act, means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental and technological factors".

The two sites partially within the LCP area were recorded by Charles Rozaire and Russel Belous in 1950. Located along the top of the bluffs just west of Lincoln Boulevard, they are considered probable campsites. One has been severely impacted by residential and industrial development while the other is only partially disturbed by a radar unit. Both of the portions within the LCP are part of the area designated to buffer and protect the wetlands and provide the ecological diversity necessary for stability in this region and therefore would not be permitted to be disturbed by development.

Potential impacts on known and unknown archaeological and paleontological resources are reviewed by both the County and City of Los Angeles through their permit processing and environmental procedures. When it is determined that a project may pose adverse impacts on archaeological and/or paleontological resources, a survey prepared by a qualified archaeologist, paleontologist or geologist is required. The survey involves a record search and field reconnaissance of the subject parcel and a report with the following information: the setting description (characteristics of the project site and surrounding area); the impact (results of the survey, direct and indirect impacts on resources, possibility of impacts on subsurface resources, and importance of site); and mitigation measures (those suggested and those not considered reasonable and why). Based on the results of the survey, mitigation measures that may be required include: an additional survey after initial grading; presence of an on-site inspector at appropriate construction phases; contacting a qualified archaeologist, paleontologist, and/or geologist if resources are uncovered during construction; a project redesign; and salvage (which includes a cost estimate, scope of work and time for salvage).

Future impacts on archaeological and/or paleontological resources, if any, will depend on where development occurs. Very little impact is anticipated within the designated preserve area since little site alteration will take place. If in the scheme of providing a nature center or the construction of breeding/roosting sites resources are discovered, they should be recorded and preserved. Protection measures shall be determined through County environmental procedures and by the State Historic Preservation Office.

Any resources on Marina land already altered or designated for development have been or probably have been already impacted. The existing land mass within the marina facility has been covered with fill material from channel construction and developed with residential and commercial buildings, thereby destroying or burying any potential resources. Anticipated second generation development should not impose any further impacts unless mass excavation is proposed. A qualified archaeologist, paleontologist, and/or geologist should be contacted if any resources are uncovered during construction and depending on the importance of the find, as determined by Regional Planning and the State Historic Preservation Office, salvage of the resources shall be considered.

Undeveloped land in Areas A, B and C not designated for the wetland preserve nor for ecological support shall be permitted to develop in accordance with the LCP land use plan. All projects shall be reviewed for potential environmental impacts and appropriate environmental documentation required. Further, reasonable mitigation measures shall be required to ensure either preservation or collection and maintenance of significant finds in concert with Coastal Act policy 30244. While preservation is the preferred approach, it may not be feasible or reasonable in those areas where little open space is available or a project redesign is difficult to accommodate the maintenance of the find on site (in site). Reasonable mitigation measures may include an on-site inspection, notification of qualified personnel if anything is discovered, and salvage of materials. The conditions of approval will be based on the scope of the proposed project, time and cost constraints, and the importance of the find as determined by the State Historic Preservation Office and Regional Planning.

d. Findings

- There is one known archaeological site entirely within the LCP study area and two partially within the study area.
- There is a limited potential for additional archaeological and paleontological finds.
- If any resources exist, they would more likely be discovered and/or impacted in those areas planned for development.

e. Policies and Actions

1. Review potential resource impacts through the County and City's Environmental Guidelines and require appropriate environmental documentation and reasonable mitigation measures as determined by the Department of Regional Planning and the State Historic Preservation Office.
2. Where feasible, as defined by Section 30108 of the Coastal Act, resources found in the wetland preserve area should be maintained intact and protected from disturbance.
3. Where feasible, as defined by Section 30108 of the Coastal Act, any resources found in the portions of the LCP study area planned for development should be collected and maintained at the nature center planned at the wetland preserve, or at the Los Angeles County Natural History Museum.
4. To ensure proper surface and site recordation, the State Historic Preservation Office shall be notified, along with Regional Planning if any resource is discovered during any phase of development construction.

- C. Land Use Plan (New Development Policy)
 - 8. Design Principles for New Development
 - 9. Coastal Visual Resources
 - 10. Hazard Areas
 - 11. Circulation
 - 12. Public Works
 - 13. Diking, Dredging, Filling and Shoreline Structures
 - 14. Industrial Development and Energy Facilities

a. Coastal Act Policies

30250. (a) *New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*
- (b) *Where feasible, new hazardous industrial development shall be located away from existing developed areas.*
- (c) *Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*
30251. *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*
30252. *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential of public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on site recreational facilities to serve the new development.*
30253. *New Development shall:*
- (1) *Minimize risks to life and property in areas of high geologic, flood and fire hazard.*
 - (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
 - (3) *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
 - (4) *Minimize energy consumption and vehicle miles traveled.*
 - (5) *Where appropriate, protect special communities and neighborhoods which, because of their characteristics, are popular visitor destination points for recreational uses.*

30254. *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*
30255. *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.*

COMPREHENSIVE LAND USE PLAN FOR MARINA DEL REY/BALLONA NEW DEVELOPMENT POLICY

The two previous policy sections, **Coastal Access and Recreation**, and **Marine and Land Resources**, contained policies and actions for public access, recreation and resource protection. Recognizing these concerns, the Land Use Plan for Marina del Rey/Ballona was developed addressing future land use, new access, recreation and resource protection areas, and improvement of existing facilities.

The map entitled "Land Use Plan" presents in visual terms the policies and actions found in this LCP. Physical changes engendered by this plan are detailed in the balance of the New Development Policy section:

Design Principles for New Development
Coastal Visual Resources
Hazard Areas
Circulation
Public Works
Diking, Dredging, Filling and Shoreline Structures
Industrial Development and Energy Facilities

Land Use Classifications:

The following list of land use classifications (shown on land use maps contained in this chapter) represent the County's designation of existing and proposed land uses in the LCP area.

- **Hotels:** Visitor-serving accommodations with dining and entertainment areas.
- **Commercial:** Retail - Shopping and dining opportunities for visitors and residents.
- **Marine Commercial:** Coastal-related or coastal-dependent uses associated with operation, sales, storage and repair of boats and marine support facilities including wet slips, yacht club facilities (with associated dry storage and launch hoists), marine chandleries, boat repair and parking associated with these uses.
- **Public Boat Storage:** Public boat launching and dry storage including associated launching ramps hoists and temporary parking for automobiles and boat trailers.
- **Water:** Open or enclosed for recreational or ecological purposes.
- **Wetlands:** Land within the coastal zone which may be covered periodically or permanently with shallow water including saltwater marshes and freshwater marshes.
- **Ecological Support Area:** Areas recommended for wetlands support.

- Open Space: Recreational, visitor-serving and environmental uses other than boating including open viewing areas, promenades, bikeways, parks, picnic facilities, youth hostels, nature/interpretive centers and sensitive habitat buffers.
- Public Facilities: Public infrastructural land uses other than roads including libraries, harbor administration, sheriff, public utility facilities, police and fire facilities and energy facilities of the Southern California Gas Company.
- Parking: Parking lots open to the public; in most cases - multi-use and fee-charging.
- Medium Density Residential (Residential III): Densities up to 35 units/net acre.
- Medium-High Density Residential (Residential IV): Densities up to 45 units/net acre.
- High Density Residential (Residential V): Densities up to 75 units/net acre.
- Offices.

Housing Considerations

As of January 1, 1982, local coastal plans were no longer required to have a housing element dealing with coastal housing opportunities (Government Code 65590). Nevertheless the County of Los Angeles has a strong commitment to creation of housing opportunities for all economic levels, particularly for low- and moderate-income persons, in light of an existing and foreseeable tight housing market. Therefore, the Marina del Rey/Ballona LCP will assist in carrying out the housing objectives of the Countywide General Plan, partially in Areas A, B and C and in the areas outside the Coastal Zone, east of Lincoln and south of Ballona Creek Flood Control Channel. Density assignments have been made with due consideration given to traffic, environmental and coastal access concerns as required by the Coastal Act.

Specifically, 15% of the residential units in Areas A, B and C will be priced for low and moderate income persons, including 225 senior citizen units in Area B (see page II-105 for specific low and moderate income housing policy).

Determination of Land Use Intensities

Land use determinations for preservation, development or intensification within the Marina del Rey/Ballona LCP have been developed with key consideration to the following factors:

1. Requirements of the Coastal Act.
2. County of Los Angeles' commitment to provide more public boating facilities.
3. Policy of the County of Los Angeles to promote the construction of an adequate supply of housing units to meet the needs of the projected population (County of Los Angeles General Plan).
4. Findings and recommendations of the Los Angeles County Museum of Natural History report "Biota of the Ballona Region".
5. Traffic studies accomplished for the LCP study area (Gruen Associates, Barton-Aschman).
6. Analysis of urban design studies done by consultants for Marina del Rey (Gruen Associates).

Conclusions by the County and City of Los Angeles related to the above considerations have led to a determination of the types, locations and intensities of land use based on the need to:

Optimize visitor-serving and boating opportunities at Marina del Rey.

Relate land use plan proposals to capacity of existing and planned circulation facilities in the study area.

Provide adequate land area for protection of the Ballona wetlands and support areas.

Provide for new residential construction consistent with circulation capacity and environmental objectives.

For purposes of clarity and greater specificity, the Design Principles for New Development element will first address planning for the existing Marina del Rey Small Craft Harbor area and then proceed to a discussion of planning for Areas "A", "B" and "C", respectively.

MARINA AREA

b. Issues Identified

- Leases on most parcels in the Marina expire after the year 2020. AS LANDOWNER, WHAT OPTIONS FOR RECYCLING AND CHANGING DENSITIES EXIST FOR THE COUNTY?
- Coastal Act provisions specify a priority for "marine dependent developments". However, non-marine related uses exist in the Marina and are complementary to the overall marine environment. WHAT CONSTITUTES A MARINE DEPENDENT DEVELOPMENT? WHAT BALANCE OF USES SHOULD EXIST?
- Public uses such as beaches, bikeways, boat launching, storage and parks exist in the Marina alongside leased uses of yacht/sailing clubs, dock and residential. Likewise, some non-marine dependent commercial retail shares waterfront space with marine dependent commercial uses. WHAT BALANCE BETWEEN PUBLIC AND LEASED, COASTAL AND NON-COASTAL DEPENDENT USES SHOULD BE DEVELOPED?
- The extent of compatibility of development with Coastal Act provisions and existing use of the Marina is dependent on the design and integration of new development with the adopted standards in the LCP. To a larger degree this is a product of trade-offs between development priorities (recreation access, traffic, boating, etc.). WHAT TRADE-OFFS ARE THEN NECESSARY FOR COMPATIBILITY?

c. Research Analysis

Marina del Rey has been developed as a multi-use recreational small craft harbor facility. Its first priority remains to maximize public boating facilities; its second priority, to provide boating-related facilities and services for the boating public and for traditional boating organizations.

The County of Los Angeles has evolved several policies towards the use of Marina water and lands. The water areas are reserved for boating uses or for recreation which requires water surface - swimming and windsurfing, most notably. Those parcels not leased by the County are dedicated to public uses such as a dry boat storage lot, Chace Park and the community building, the beach pavilion and parking, Admiralty Park, a segment of the coastal bikepath, dinghy storage at the beach, and view piers on the north jetty. The current public improvements program calls for expanded boat storage facilities on two parcels, bike storage lockers and additional viewing piers on the south jetty, a sandscreen project to minimize shoaling in the main channel, new facilities at the beach playground, expanded dinghy and/or rowing shell storage and restrooms near the beach, and road improvements. Additional slips in the main channel (the "funnel" concept) would be constructed by the lessees of contiguous parcels.

Within the Marina, most of the improvements beyond construction of the harbor have been made by private entrepreneurs under long-term land leases. Termination dates for most parcels will be reached after the year 2020. Leases typically specify a range of primary and related uses appropriate for a parcel, the minimum cost of improvements, and - by reference to the Specifications and Minimum Standards of Architectural Treatment and Construction - the allowable maximum height. All leases include a section on "active public use", assuring public use of the premises without discrimination as to race or religion while allowing the County to obtain maximum revenue.

Following LCP certification, recycling or conversion of uses may be permitted if individual leaseholders demonstrate consistency between reconstruction proposals and Department of Beaches and Harbors criteria as well as the objectives and policies of the LCP which include priority consideration for development of boating and visitor-serving facilities.

During 1982, the feasibility of long term condominium leaseholds was investigated by the County for selected residential complexes (to be determined) in the Marina. The Los Angeles County Board of Supervisors is currently studying a task force report on this subject.

Within the existing Marina area, development has occurred on each individual leasehold with the exception of Parcels 9U and 141T. The leases for these parcels specify or permit visitor-serving facilities and plans for the Marina Plaza (Parcel 9U) and the Marina Beach (Parcel 141T) are underway. Marina Plaza and Marina Beach projects received Coastal Commission approval in late 1981.

Design requirements for Marina structures for each leased parcel are set forth in the Specifications portion of the County leases. The Design Control Board, whose five members are appointed by the Board of Supervisors, reviews building plans, sign and facade designs and changes. Both future and existing structures must meet the requirements of the specifications and the Board under the requirements of the land leases.

— **Identification of Reasons for Change in the Existing Marina**

The first phase development of the Marina is nearing completion. The Local Coastal Plan presents the next phase of development for the Marina in which existing uses are recycled and/or intensified and new uses created. The Land Use Plan for the LCP is based on the need for making necessary changes and improvements in land uses to ensure that recreational boating, visitor-serving accommodations and other recreation and commercial facilities and coastal-zone housing opportunities are made available on an orderly basis. Consequently, the significant reasons for change and expansion in the existing Marina are:

Implementation of Coastal Act objectives.

Encourage controlled change over the next 40± years, rather than face the prospect of major simultaneous change when the bulk of the leases expire in the year 2022±.

Correct existing problems and/or physical-economic obsolescence.

A Look at the Future Marina

This LCP establishes the following principles regarding future development in the existing Marina portion of the LCP area:

1. Existing land uses in the Marina will continue largely intact, with the exception of new uses relating to the creation of a new channel connection to the proposed "Area A" basin.
2. The future Marina will offer:
 - Increased boating opportunities.
 - Increased visitor-serving facilities (especially hotels).
 - Enhanced coastal access and view opportunities.
 - Additional residential units.
3. High-rise development will be permitted in appropriate locations in accordance with the "bowl concept" of urban design, and provided that such development will be sited such as to allow for adequate passage of prevailing off-shore winds into the Marina waters. Height limits are imposed where they do not now exist in order to encourage a consistent height without the disrupting effect of an unusually tall building.
4. New development in the existing Marina area will occur incrementally over the next 40± years, thus minimizing significant disruption from construction and related impacts.
5. Control of new development will be realized by conformity to the LCP, as well as adherence to revised "Specifications of Minimum Standards of Architectural Treatment and Construction" (revisions in process by Beaches and Harbors) which will be embodied by reference in new or revised lease agreements.
6. Irrespective of the maximum land use intensities set forth in this LCP, it is highly unlikely that full potential will be realized on each individual parcel. Reconstruction on many parcels will not be undertaken prior to lease expiration, while reconstruction on other parcels will be at lower intensities than the maximum possible.

7. In the final analysis, future development in the existing Marina area can be viewed as an evolutionary process which builds upon a successful base and creates opportunity for selective reconstruction at higher intensities, while enhancing visitor-serving, public access and coastal view opportunities within the Marina.

— **Establishing the Appropriate Level of Intensification**

In order to determine the particular level of intensification to be encouraged, certain criteria for each parcel within the existing Marina must be examined. These criteria include:

Public Access and Pedestrian Amenities

Architectural and Urban Design Quality

View Corridors

Effect on Marina and Regional Traffic Flow

Parking Requirements

Added Boating Facilities

Height Limits

Setbacks

Solar Access

The criteria/rationale for allocating intensified land uses in the existing Marina area is based on the nature and intensity of existing uses. To begin with, parcels with intensities below the original land use plan for the Marina have been identified. Review of possible changes that complement desired public improvements and enrich the existing environment are then appropriate. However, in no case, should these intensified uses be allowed to detract from the main function of the Marina - recreational boating and visitor-serving commercial facilities.

Phasing

New development and reconstruction in the existing Marina as proposed in this LCP, has been divided into two phases. Apart from design considerations, traffic capacity is the key factor in determining intensities and phasing. Development intensity in each phase is carefully linked to traffic capacity so that sufficient capacity must be added via traffic improvements before development may proceed. Further discussion of traffic considerations and their relationship to land use intensities and phasing appears in the Circulation Chapter.

Phase One consists of three hotel development proposals: the Marina Beach Hotel, the Marina Plaza Hotel and the Marina City Hotel. The first two development proposals have received Coastal Commission approval, which included traffic mitigation measures. The third has received local governmental approval. According to the Marina del Rey Traffic Study (Gruen Associates, 1982), sufficient remaining capacity within the Marina exists to accommodate these three developments. However, this should not be construed as exempting the Marina City Hotel from participating in a Coastal Transportation Fund as proposed in Policy 4, Shoreline Access Chapter.

Phase Two development consists of a mix of visitor-serving uses, residential uses and office uses which are detailed in the parcel-by-parcel description which follow. However, Phase Two development can be summarized as follows:

Hotel Rooms	740+*
Restaurant Seats	450+
Boat Slips	20+ acres ** (not including new "Area A" basin)
Retail	14,000 sq. ft.
Marine Commercial	Indeterminate***
Residential Units	1,500****
Office	200,000+ sq. ft.

Approval of Phase Two development is conditioned upon execution of a binding agreement between the County of Los Angeles and the Marina del Rey Lessees' Association which will insure funding for improvement of four key intersections in the Marina identified in the Gruen Traffic Study (Admiralty and Mindanao, Admiralty and Bali, Admiralty and Palawan, and Admiralty and Via Marina) and funding for construction of the Marina Bypass. The Summa Corporation has agreed to fund 5% of the cost of the Marina Bypass. The Gruen Urban Design Study (1982) has concluded that these intersection improvements, and provision of the Bypass, would provide sufficient additional circulation capacity to accommodate 2,400 additional peak hour trips. As the level of permitted development, as summarized above, slightly exceeds this capacity, development will proceed on a first-come, first-served basis until this peak hour trip ceiling is reached.

The following table has been used to estimate the number of peak hour trips generated by each type of development:

Residential	.7 /dwelling unit
Hotel	.7 /rooms
Retail	14.7 /1,000 sq. ft.
Office	2.2 /1,000 sq. ft.
Marine Commercial	*****
Restaurant Seats	.07 /seat
Berths	.3 /berth

Notes: Development proposals in Phase II will be granted on a "first-come, first-served" basis until the maximum threshold able to be accommodated by traffic capacity is reached. In no case may Phase II development generate over 2,400 peak hour trips.

It is intended that visitor-serving and marine-related uses should have priority over residential and office development. In order to maintain priority to visitor-serving uses following certification of the LCP, the number of residential units shall not be increased by more than 743 units until the full amount of Phase II hotel rooms (743) has been constructed.

*A maximum of 743 additional hotel rooms may be constructed in Phase II (existing Marina). Each parcel permitted Phase II hotel development as set forth in the parcel-by-parcel description will be limited by 1) this overall ceiling and 2) applicable zoning and design standards as will be addressed in the Local Implementation Plan.

**To allow for developer flexibility in providing an appropriate range of boat slip sizes, the LCP indicates an approximate acreage within which the precise number of slips will be provided. The final acreage will be determined consistent with safety and navigational considerations.

***As the designation, "Marine Commercial", encompasses a variety of visitor-serving marine uses (strongly encouraged by the LCP), all of which are not able to be accurately or appropriately described or limited in terms of square footage, parcels allowed additional marine commercial uses are not specifically limited in terms of square footage, but are limited to 35' in height and by parking requirements.

****While residential parcels in the existing Marina are permitted medium, medium-high or high density, as set forth in the parcel-by-parcel descriptions, no more than 1,500 dwelling units may be constructed in the Marina - in order to save development capacity for priority visitor-serving uses. Thus, total build-out on all residential parcels will not be feasible.

*****For marine commercial/office uses, the peak hour trip generation factor for office applies. In cases where the marine commercial use is not feasibly expressed in terms of square footage (hoists, launches, etc.), the developer of such uses will be required to submit information which will indicate the amount of additional peak hour trips likely to be generated by their project.

Phasing Mechanism and Funding

The intensity of development in each phase is carefully coordinated with the available capacity of the transportation system. This is to insure that additional development will not result in a level of traffic congestion which would detract from the liveability of the Marina or constrain public access to coastal resources. Development which would generate traffic which would exceed these transportation capacities will not be permitted until it can be demonstrated that sufficient traffic capacity will be available through transportation improvements.

Circulation improvements related to Phase II development will be funded by a binding agreement between the County of Los Angeles, the Marina del Rey Lessees' Association and the Summa Corporation as described above.

— Plan for New Development in the Existing Marina Area

In addressing Marina area land use, the area has been divided into fourteen sub-units of identifiable use and/or geographical location to facilitate and organize discussion. The fourteen areas, shown on Map 16 (following page), are as follows:

1. Harbor Administration/Main Channel Entrance
2. Fisherman's Village
3. Boating Related Commercial
4. Lincoln Blvd. Commercial
5. End of Eastern Moles
6. Admiralty Park
7. Main Channel Terminus
8. Hotel/Motel Area Across From Beach
9. Washington Street Commercial
10. Beach
11. High Intensity Residential
12. Western Moles
13. Special Mole at Channel Intersection
14. The Jetties

This LCP establishes the following specific land uses as policy for each parcel within the existing Marina area: (Principal existing parcel land use is indicated in parentheses.)

1. Beaches and Harbors Administration/Marina Channel Entrance

Parcel 61 (restaurant)

- Relocate restaurant to expanded Fisherman's Village north of entrance to new basin.
- Convert to 6-story hotel as part of Area A development.
- Continue public promenade from Area A basin around parcel.

Note: Parcel 61 will be considered as part of Area A development.

Parcel 62 (Beaches and Harbor Administration)

- Maintain as Beaches and Harbors Administration Center.
- Expand parking facilities.

Parcel 64T (apartments)

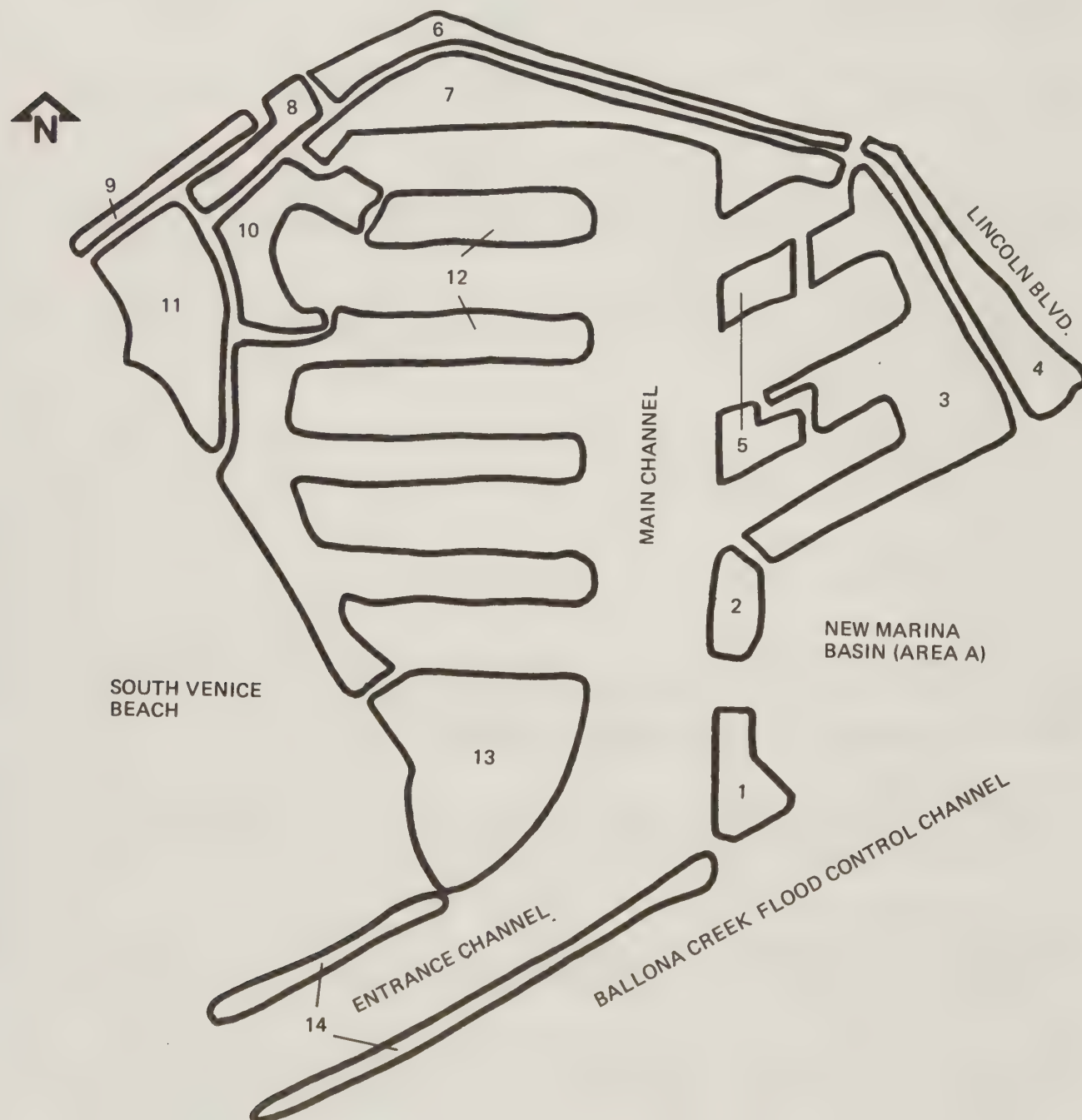
- Allow mid-rise residential to a total of 75 dwelling units/acre. (Phase II)
- Provide landscape buffer separating Beaches and Harbors Administration Center from residential use.
- Subject to navigational safety review by Harbor Master, construct additional Main Channel boat slips in approximately 2.2 water acres provided by parcel lessee. (Phase II)

Parcel 65R (boathouse)

- Maintain as UCLA boathouse facility.

map 16

MARINA AREA – PLANNING SUBUNITS



2. Fisherman's Village

Parcel 55 (fuel dock and associated parking lot)

- Continue use as fuel dock.
- Incorporate into new Fisherman's Village parking area.
- Lessee should provide additional boat slips in approximately 1.2 water acres along the Main Channel. (Phase II)

Parcel 56S (retail stores and restaurants)

- Expand Fisherman's Village to wrap around the new basin entry. Existing boating and water-dependent, affordable, recreational, visitor-serving uses now available at Fisherman's Village shall be relocated (at an equal or greater size along a public pedestrian promenade with water views) within the proposed boat basin in Area A.
- Provide opportunities for view-oriented dining in restaurant facilities.
- Provide opportunities for public viewing of channel activity.

Parcel W (parking)

- Increase capacity of parking lot 1 through extension into Area A to improve parking for expanded Fisherman's Village.

3. Boating Related Commercial Area

Parcels 53, 54 (boat sales and repair)

- Encourage additional development of marine commercial uses on 53 and 54. (Phase II)
- Continue prohibition of public access along bulkhead because of safety hazard.

Parcels 41, 44T, 47T, 77W (anchorage, anchorage/dry storage/Marina sales and service/restaurant, anchorage, dry storage/boat rentals)

- Encourage additional development of marine commercial uses on 41, 44T, 47T, 77W. (Phase II)
- On parcel 47T, construct additional boat slips in .8 water acres along the Main Channel provided by parcel lessee. (Phase II)
- Encourage development of additional mast-up storage and launching facilities by parcel lessee.
- New development on parcel 44 should be conditioned on replacement of temporary structures with permanent structures.
- New development on parcel 44 should incorporate significant landscaping along Admiralty Way particularly at the intersections of Bali Way and Mindanao Way.
- New development on Parcel 44 should retain and enhance the bikeway in terms of safety and landscaping through the leasehold.

County Parcels UR, 49, GG, 52R (parking, launching ramp/mast-up storage, maintenance yard, parking)

- Maintain County Yard on Parcel GG prohibiting public access.
- Provide decked dry boat storage on parcel 49.
- Encourage dry boat storage on parcel 52R to be provided by parcel lessee or County.
- Expand launching facilities on these sites as needed.
- New development on parcels UR and 49 should incorporate significant landscaping adjacent to the intersections of Bali Way, Mindanao Way and Fiji Way.
- New development on Parcels UR and 49 should retain and enhance the existing bikeway through the parcels.

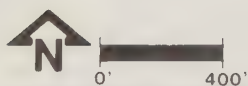
4. Lincoln Boulevard Commercial Area

Parcel 94R (parking)

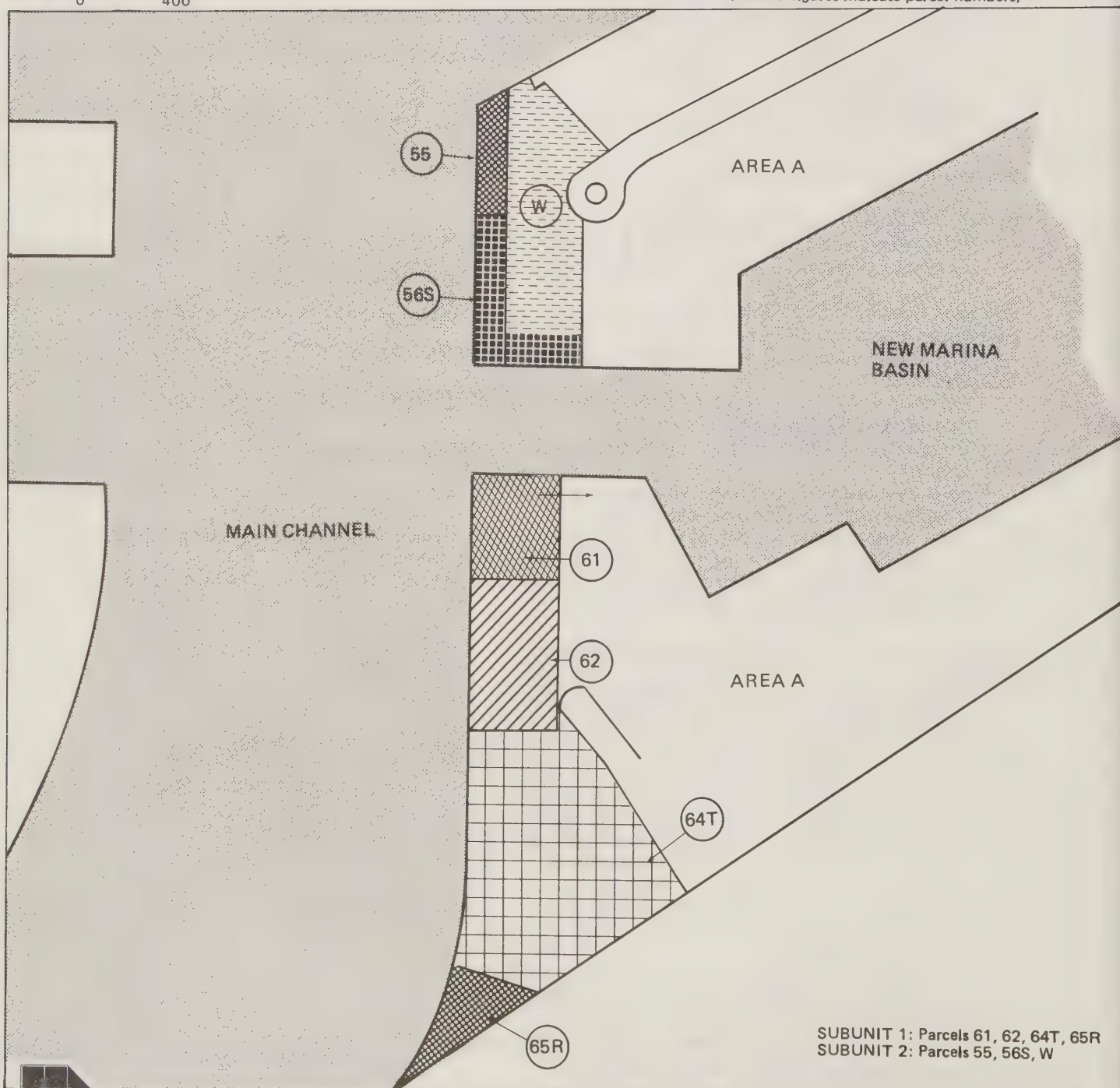
- Maintain as parking.
- Screen with landscaping from Admiralty Way.
- Reserve area for possible rail transit.
- Preserve parking area and views in conjunction with possible rail transit.

map 17

MARINA SUBUNITS 1 AND 2 —
PROPOSED LAND USE PLAN



- | | | | |
|--|-------------------|--|-------|
| | Residential V | | Hotel |
| | Commercial | | |
| | Public Facilities | | |
| | Parking | | |
| | Water | | |
| | Marine Commercial | | |
- (Circled figures indicate parcel numbers)



SUBUNIT 1: Parcels 61, 62, 64T, 65R
SUBUNIT 2: Parcels 55, 56S, W

Parcels 75W, 150, 76T (office building, savings and loan, office building)

- Retain present level of office use.

Parcel 50T (shopping center)

- Screen parking area from Admiralty Way with landscaping.

Parcels 51S, 200 (gas station, electric substation)

- Maintain existing uses

Parcel 83S (information directory)

- Allow conversion to commercial use (14,000 square feet). (Phase II)

5. End of Eastern Moles Special Areas

Parcel EE (public park)

- Maintain existing use.
- If economically feasible, provide additional boat slips in 2.0 water acres along Main Channel. (Phase II)

Parcels 42, 43 (hotel, restaurant)

- Encourage reconstruction of visitor-serving commercial facilities.
- Allow hotel expansion on Parcel 42 as described on pages II-75-76 contingent on adequate parking. (Phase II)
- Intensify uses and construct additional boat slips in 2.8 water acres along Main Channel provided by parcel lessees. (Phase II)
- Construction of additional wet slips will be conditioned upon the provision of adequate new parking and landside facilities for all parcel uses.*
- Provide public walkway to view area overlooking the main channel.

6. Admiralty Park Area

Parcels SS, RR, Q, P (public park, bird sanctuary)

- Maintain existing uses.
- Enhance recreational opportunities.
- Protect existing developed recreational areas and uses in connection with possible light rail transit.
- Retain as a development option, the provision of a marine-oriented public museum on parcel P.

7. Main Channel Terminus

Parcel 40T (public library)

- Maintain existing library use.

Parcel 134R (bank)

- Retain present level of office use.

Parcels 133S, 131S, 130 (restaurants)

- Allow intensification of restaurants with an additional 250 seats for 133S, 90 seats for 131S and 60 seats for 130, contingent upon adequate parking. (Phase II)
- New development should provide additional landscape screening of parking areas from Admiralty Way.

Parcel 129 (fire department)

- Maintain existing Fire Department use which provides immediate access to main channel emergencies and is also readily accessible to landside marina facilities via the ring road system.

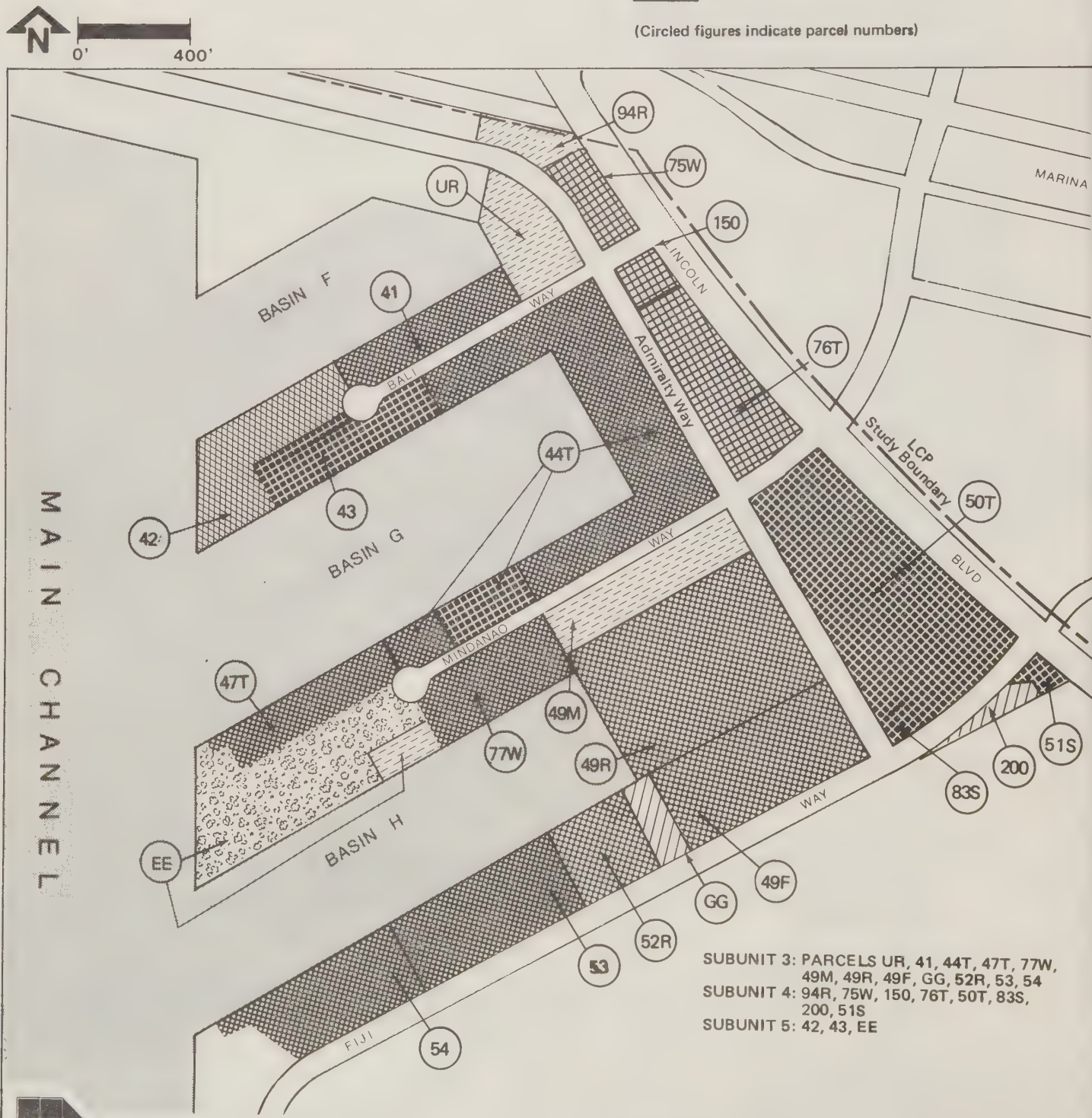
*This policy is applicable Marina-wide.

map 18

MARINA SUBUNITS 3, 4 AND 5 — PROPOSED LAND USE PLAN

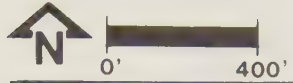
	Marine Commercial		Open Space
	Public Boat Storage		Hotel
	Public Facilities		Commercial
	Parking		Office
	Water		

(Circled figures indicate parcel numbers)

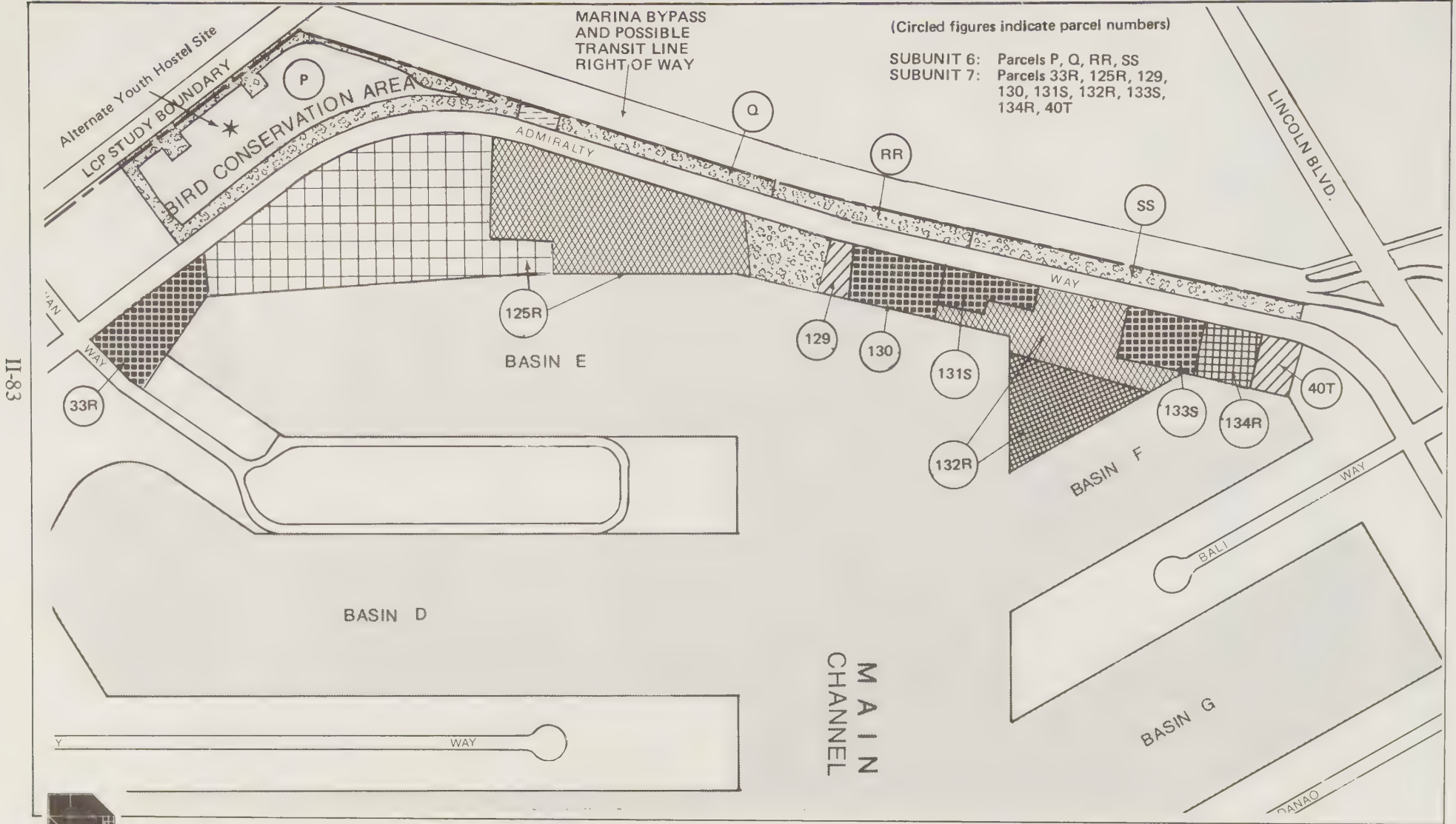


map 19

MARINA SUBUNITS 6 AND 7 – PROPOSED LAND USE PLAN



	Commercial		Parking		Hotel
	Marine Commercial		Water		Residential V
	Public Facilities		Open Space		Office



Parcel 132R (yacht club)

- Allow new development of mid-rise hotel as outlined on pages II-75-76 (Phase II)
- On Parcel 132R, any recycling or substantial expansion (over 10% of existing land based internal floor area) of the California Yacht Club shall require the provision of a minimum of 50% of the shoreline be made available for a public access pedestrian promenade.
- Hotel development could incorporate existing club facilities into new structures.
- Hotel development should provide public access across the site connecting the bulkhead of Parcel 130 with the bulkhead of Parcel 134R.
- New parking areas and dry storage areas should be screened from Admiralty Way with adequate landscaping.
- Construct additional boat slips in 3.3 water acres along Main Channel provided by lessee. (Phase II)

Parcel 125R (apartments/hotel/restaurant)

- Encourage new development of visitor-serving facilities including a 308-room hotel tower. (Phase I)
- Permit conversion of one existing tower to hotel use (190 units). (Phase I)
- New development by lessee should provide additional boat slips in 1.3 water acres at intersection of Main Channel and Basin E. (Phase II)
- Existing view corridor from Admiralty Way down main channel should be preserved.
- New development should provide a public view pier for main channel viewing.
- New development should incorporate an enhanced promenade with additional seating, rest-rooms and extension of the walkway from the viewpark to Parcel 33R. Widening of promenade, if possible, should also be considered.
- Future residential reconstruction may be up to 75 dwelling units/acre.

Parcel 33R (restaurant)

- Allow intensification of existing restaurant use with an additional 62 seats consistent with parking standards. (Phase II)
- New development should enhance existing walkway from Parcel 125R; screening from parking areas with landscaping.
- New development should continue the walkway along the bulkhead and across the parking area to Palawan Way where a connection to the beach can be made.
- New development should provide significant landscape screening of the parking areas from Admiralty Way particularly at the intersection with Palawan Way.

8. Hotel/Motel Area Across From Beach

Parcels 145R, 140T, 141T (hotel, apartments, vacant)

- Allow new development of mid-rise structures including new 300-room hotel on 141T. (Phase I)
- Allow development of additional hotel/motel units with supporting commercial uses on 145R as described on pages II-75-76. (Phase II)
- New development should provide significant landscaping at ground level particularly at the intersections of Admiralty Way with Palawan Way and Via Marina to provide a park-like entry character to this high intensity public use area.

Parcel OT (parking)

- Retain present use.

9. Washington Street Commercial Area

Parcel 97R, 95S (shopping center, office/bank/restaurant)

- Present uses on 95S are permitted to recycle to office use and visitor-serving hotel use up to 200,000 square feet with retail on ground floor. Coverage shall not exceed 50% of the buildable area. Parking devoted to office use shall be open for public use by beach visitors on weekends and holidays. (Phase II)

- Permit development of a mixed office/visitor-serving hotel/retail and high-density residential (75 dwelling units/acre) development on Parcels 97R and 140T. (These two parcels will be treated as a design unit.) Parking devoted to office use shall be open for public use by beach visitors on weekends and holidays. (Phase II)
- Office use on these parcels will be limited to 40%.
- Hotel development will be permitted as described on pages II-75-76.
- Permit redevelopment on Parcel 140T as described under Parcel 97R. (Phase II)

Parcel LLS (information directory)

- Maintain existing use or convert to commercial use.

10. The Beach Area

Parcels 27R, 22R (motel/restaurant/retail sales, motel/retail sales)

- Maintain existing uses.
- Allow additional hotel rooms on 22R to a total of 3 stories as described on pages II-75-76 conditioned upon approved shadow study providing evidence that additional development will not shadow beach. (Phase II)
- Allow additional rooms on 27R as described on pages II-75-76 to a height limit of 45 feet. (Phase II)

Parcels N, IR, GR (parking)

- Maintain existing uses of County parking facilities.
- New development of deck parking if required in the future should attempt to preserve views to the water in some locations and avoid "walling in" the beach. (Parcel GR should be assigned first priority in provision of deck parking.)
- New development of parking decks should incorporate significant landscaping as part of the development along the roads and the beach area.

Parcels HS, 91S (public beach, small boat launching pier)

- Expand public recreational facilities at the beach.
- Enhance existing public dinghy/boat storage.
- Allow construction of secure boat storage structure for rowing shells, etc., on Parcel 91S.

11. High Intensity Residential Area

Parcels 100S, 101S, 102S, 103T (apartments)

- Allow new development of residential, high-rise structures up to 75 dwelling units/acre. (Phase II)
- Supporting convenience commercial uses within the residential development are permitted and encouraged.
- New development should provide significant park-like landscaping at ground level along Via Marina.

Parcels 104R, 105R (storage, vacant)

- Maintain existing uses.
- Allow development of personal warehouse storage facilities on second level.

12. Western Moles

Parcels 15U, 10R, 9U, 111T, FF (apartments/restaurant, apartments/retail sales, vacant, apartments, parking)










- New development along Via Marina should preserve views to the water wherever possible and provide public view areas in developments which include visitor-serving facilities.
- On parcel 9U, allow high-rise, 300-room hotel structure in definition of the marina perimeter in this area. (Phase I)
- On parcel 10R, allow new hotel development as described on pages II-75-76. Allow residential units up to 35 dwelling units/acre located on mole portion of parcel. (Phase II)

local coastal program

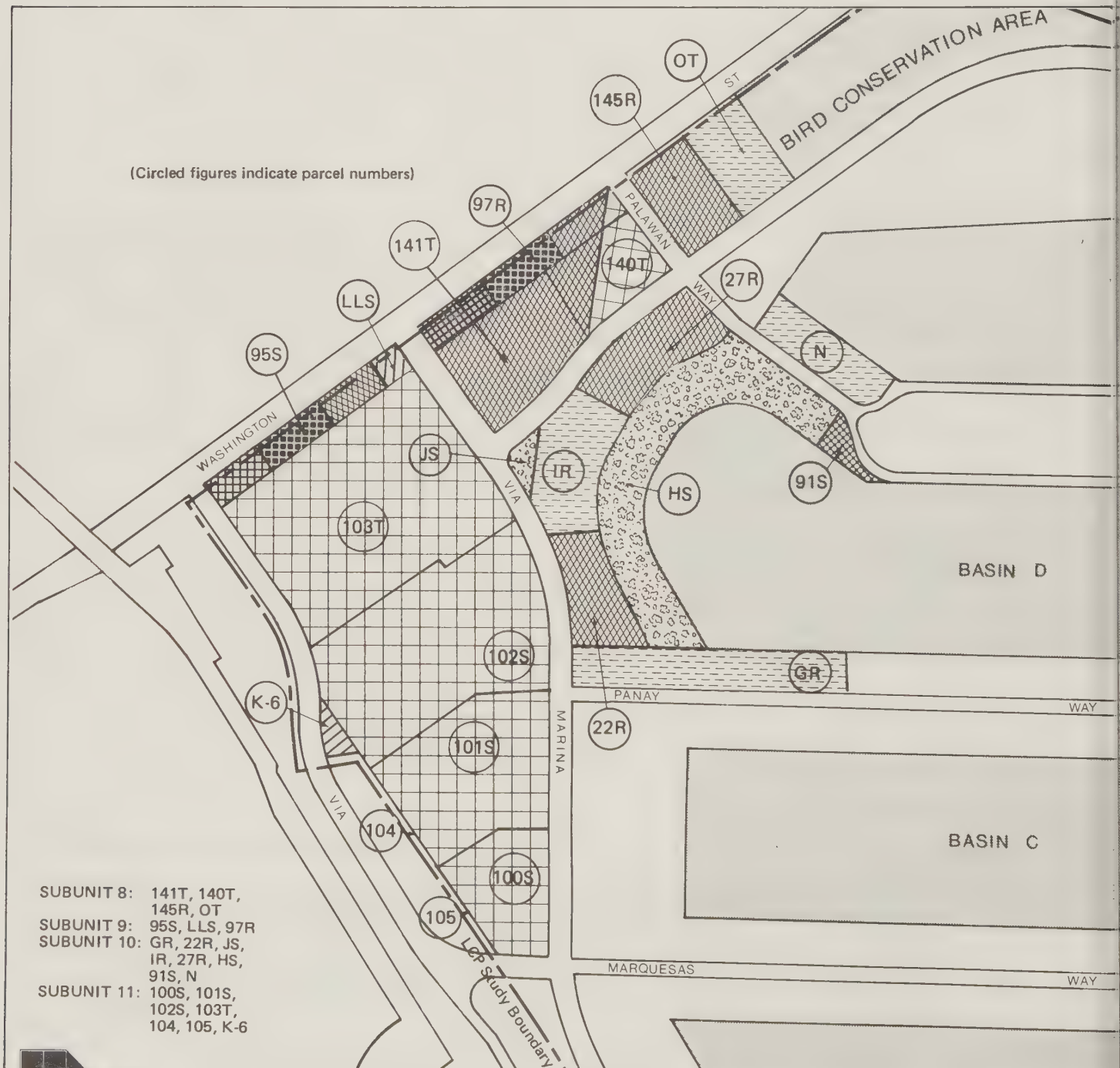
marina del rey/ballona

map 20

MARINA SUBUNITS 8, 9, 10 AND 11 –
PROPOSED LAND USE PLAN

	Residential V		Water
	Hotel		Open Space
	Commercial		Office
	Public Boat Storage		
	Parking		
	Public Facility		

(Circled figures indicate parcel numbers)



- On parcel 15U, allow new hotel development as described on pages II-75-76. Allow dwelling units up to 35 dwelling units/acre located on mole portion of parcel. (Phase II)
- On parcel 111T, allow additional residential units up to 35 dwelling units/acre. (Phase II)
- On parcel FF, maintain existing parking use, and if deck parking is required at a future date, provide landscape screening from the roads and attempt to maintain views of the water through a portion of the development.
- New development of residential uses along the mole roads should provide windows to the water through landscaped areas.
- New development of restaurant use on these parcels should provide landscaped areas for public viewing of the basins and landscape screening of all parking areas along the roads and separating the view areas from parking.
- Residential uses along Via Marina on Parcels 15U, 10R and 9U may be recycled to visitor-serving uses.

Parcels 28W, 20, 21, 13R, 8T (apartments, anchorage, marine commercial, apartments, apartments)

- On parcel 20 and 21, encourage development of marine commercial uses. (Phase II)
- New development along the mole roads should provide occasional windows to the waterfront and avoid continuous structure along the full width of the parcel.

Parcels 30R, 18R, 12R (yacht club, apartments/restaurant, apartments/restaurant/anchorage)

- On parcel 30R, any recycling or substantial expansion (over 10% of existing land based internal floor area) of the Del Rey Yacht Club shall require the provision of a minimum of 50% of the shoreline be made available for a public access pedestrian promenade.
- On parcel 18R, allow additional residential units up to 35 dwelling units/acre. (Phase II)
- On parcel 12R, allow additional residential units up to 35 dwelling units/acre. (Phase II)
- Parcel lessees will provide additional wet boat slips along the Main Channel as follows: Parcel 30R-2.5 water acres, parcel 18R-2.5 water acres, parcel 12R-1.9 water acres. (Phase II)
- New development along the mole roads should provide windows to the waterfront which are appropriately landscaped.
- New development of some visitor-serving facilities should be encouraged on selected parcels.
- New development of visitor-serving facilities on parcels 12R and 18R should provide public view areas of the Main Channel with seating and restroom facilities and adequate visitor parking.
- Where appropriate, permit parcels to recycle from residential to visitor-serving uses.

Parcel 7 (apartments)

- Allow additional dwelling units up to 35 dwelling units/acre. (Phase II).
- Lessee should provide additional boat slips in 1.5 water acres along the Main Channel. (Phase II)
- Seating and landscaping along bulkhead walkway should be provided.

13. Special Mole at Channel Intersection

Parcels 112T, 113R (apartments)







- Allow reconstruction with development of mid-rise residential structures up to 45 dwelling units/acre on 112T and up to 75 dwelling units/acre on 113R. (Phase II)
- New development on Parcel 112T should relate to Bora Bora Way, including enhanced landscaping.
- New development on Parcel 112T and 113R shall provide waterfront pedestrian access.
- New development on Parcels 112T and 113R shall provide a small, water-oriented commercial area along the Main Channel with public view areas. Adequate parking for public viewing of Main Channel activity should be incorporated.

Parcels 1S, 3S (fuel dock, parking)

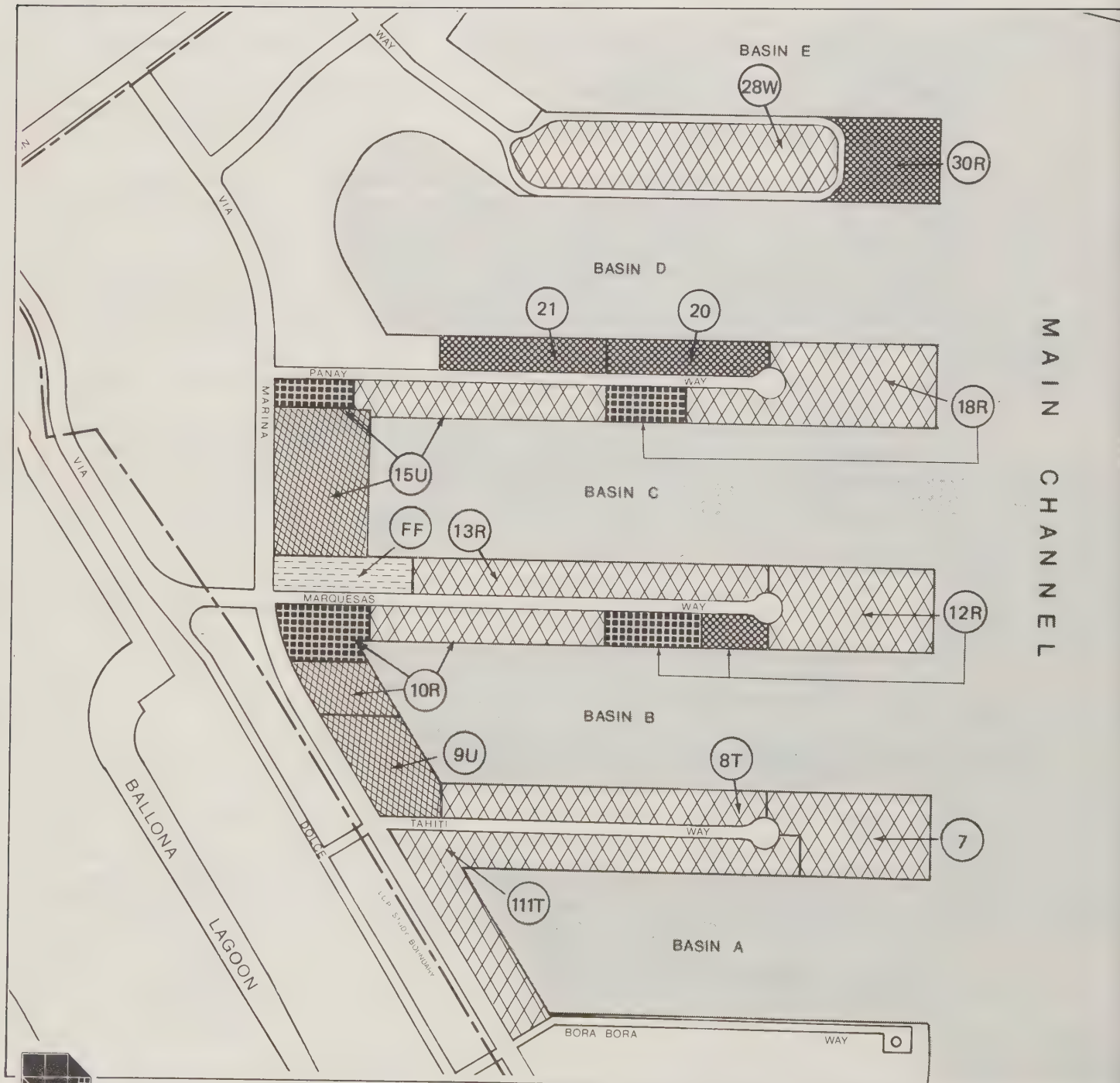
- Maintain existing uses.

map 21

MARINA SUBUNIT 12 — PROPOSED LAND USE PLAN

	Hotel		Parking
	Commercial		Water
	Marine Commercial		Residential III







(Circled figures indicate parcel numbers)

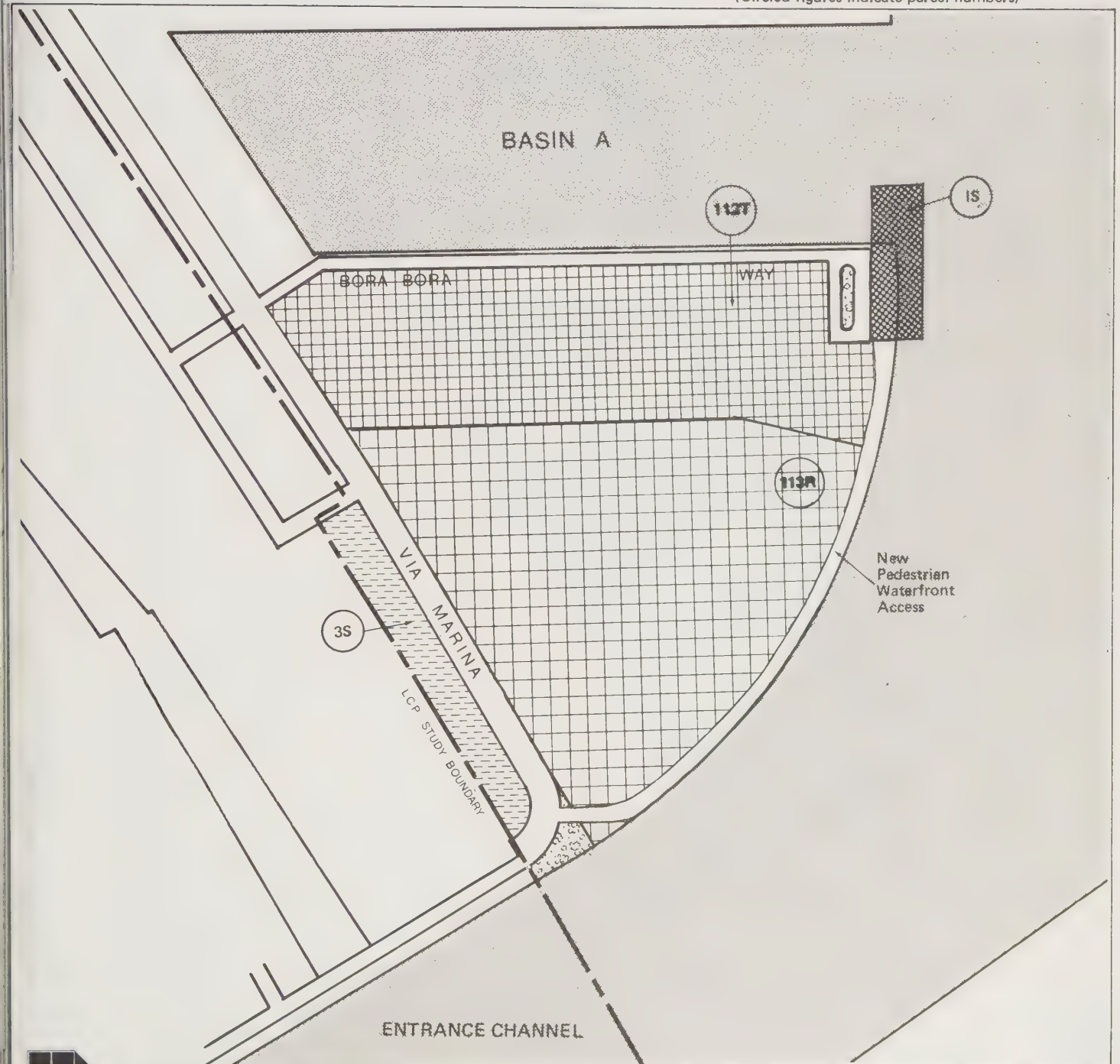


map 22

MARINA SUBUNIT 13 – PROPOSED LAND USE PLAN



-  Residential V
 -  Marine Commercial
 -  Parking
 -  Water
 -  Open Space
 -  Residential IV
- (Circled figures indicate parcel numbers)



14. **The Jetties**

North Jetty

- Maintain existing view park.

South Jetty

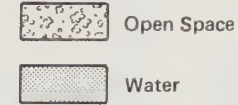
- Enhance public access with landscaped paving and view platforms.

map 23

MARINA SUBUNITS 14 — PROPOSED LAND USE PLAN



0' 400'



I 6-II



d. Findings

- Future development of the Marina until the third decade of the next century will be influenced by the long-term land leases presently in existence.
- Revisions to the land leases require the participation and agreement of both the County and the lessee.
- Parcels which have not been leased are being developed by the County to respond to the needs of the boating public as well as the needs of non-boaters using the Marina for recreation.
- Long term leaseholds, while providing opportunities to increase County revenues, should not compromise the County's flexibility to manage activities on the water oriented moles.
- New development and recycling of existing uses in the Marina will provide opportunities to, (1) improve the Harbor for recreational boaters and other recreational visitors and, (2) improve coastal access.

e. Policies and Actions

To determine what and where development shall occur will depend on specific policies and action programs as follows:

1. Preserve the integrity of the small craft harbor facility.
 - Primary purpose will be to maintain Marina del Rey as a small craft harbor for recreational purposes. Secondary purpose is to promote and provide visitor-serving facilities.
 - New development should not detract from, nor interfere with the use of existing or planned boating facilities nor the ancillary uses which support these facilities.
2. Development in the existing Marina will be guided by the parcel-by-parcel descriptions (policies) and the phasing mechanism and thresholds appearing in the Research Analysis section of this chapter. New development/reconstruction as proposed in these policies is summarized in Figure 3, following page.
3. Encourage a planned change over the next \pm 40 years rather than await a major simultaneous redevelopment when most of the leases expire between the years 2021 and 2024.
 - Avoid simultaneous development of the Marina leaseholds which would severely impair the quality and character of the area.
 - Scale overall density of facilities development and land use to projected limitations on transportation, traffic, parking, utilities and live-ability of the Marina lifestyle.
4. Maintain the physical and economic viability of the marina.
 - Reconstruction should first be directed toward replacement of structures and facilities which are physically or economically obsolete.
 - New development should not result in the reduction of revenues to the County generated by the marina.
5. Expand and enhance recreational boating opportunities and boating-related facilities.
 - Provide additional wet-slip storage provided by parcel lesses, within the marina wherever possible.

FIGURE 3
MARINA AREA PROPOSED LAND USE

Parcel Number	Additional Hotel Rooms	Additional Restaurant Seats	Additional Acreage for Boat Slips (Approx.)	Additional Convenience Retail (sq.ft.)
PHASE I				
9U	300	*		*
125R	498 (308 in new tower,	*		*
141T	300 190 converted	*		*
	----- residential units)			
Total	1,098			
PHASE II				
EE			2.0	
7			1.5	
10R	**	*		*
12R			1.9	
15U	**	*		*
18R			2.5	
22R	**			
27R	**			
30R			2.5	
33R		62		
42	**		2.8	
47T			.8	
55			1.2	
64T			2.2	
83S				14,000
95S	**			*
97R/140T	**			*
125R			1.3	
130		60		
131S		90		
132R	**		3.3	
133S		250		
145R	**			
	-----	-----	-----	-----
TOTAL	743	462	22.0 acres	14,000

Residential***

Parcels permitted 35 D.U./acre: 7, 8T, 10R, 12R, 13R, 15U, 18R, 28W and 111T

Parcels permitted 45 D.U./acre: 112T

Parcels permitted 75 D.U./acre: 64T, 100S, 101S, 102S, 103T, 113R, 125R and 97R/140T

In addition to the above, the following parcels will be permitted a variety of visitor-serving marine commercial uses: 20, 21, 41, 44T, 47T, 53, 54, 77W

In addition to hotel, commercial and residential development on Parcels 95S are 97R/140T, noted above, 40% of the development on these parcels may be office.

Note: As Phase II development may not generate more than 2,400 peak hour trips, total buildout as outlined above may not be possible.

*Restaurants and convenience retail are permitted as auxillary uses in hotel construction.

**Individual parcels permitted hotel construction will be limited by 1) the overall Phase II hotel room ceiling (743 rooms) and 2) design standards as will be addressed in the Local Implementation Program.

***Maximum: 1,500 dwelling units. No more than 743 dwelling units may be constructed until all of the Phase II hotel rooms (743) have been constructed.

- Condition construction of new wet slips on provision of adequate new parking and landside facilities for all parcel uses.
 - Encourage additional boat launching and dry storage facilities within the marina.
 - Provide additional boating related facilities and services for the boating public and traditional boating organizations in the marina.
 - As financially feasible, continue public improvement programs to maximize boating and recreational use of County lands.
 - Continue to reserve water area for boating or recreation requiring the water.
6. Maintain and enhance public access to the existing Marina facilities.
- Implement the recommended transportation improvement programs; i.e., construction of the Marina Bypass, intersection improvements and street widenings.
 - Provide limited commercial facilities within or adjacent to residential development to reduce use of the marina road system.
 - In any proposed mole reconstruction, provide water oriented visitor-serving facilities such as parking, viewing and picnicking areas.
7. Expand and enhance public access to the marina waterfront.
- New development should provide pedestrian access to areas which do not interfere with boating functions or provide conflicts with leasehold uses.
 - New development should provide additional areas of public waterfront access and enhance those existing by establishing specific areas of public viewing and walking with seating and visitor parking facilities.
 - Public access to areas hazardous to safety should be prohibited.
 - Provide open space, public view corridors, and public access where feasible for any proposed redevelopment of facilities located between harbor bulkheads and the nearest public roadway.
8. Preserve and enhance public opportunities for viewing the marina's scenic elements from the roads and from selected vantage points within the marina.
- New development along Via Marina, Admiralty Way and Fiji Way should provide windows to the water, wherever possible, while, at the same time, screening disruptive views such as parking areas with appropriate landscaping.
 - New development along the main channel and the entrance channel should provide additional opportunities and vantage points for viewing the marina activity in a few selected locations which do not interfere with boating activities or conflict with leasehold uses.
 - New development of any visitor-oriented commercial facilities adjacent to the waterfront should provide vantage points for public viewing where possible.
9. Expand and enhance visitor-serving commercial recreational facilities designed to enhance public opportunities for recreation.
- New development of visitor-serving facilities should be concentrated along the ring road system of Via Marina, Admiralty Way and Fiji Way.

- New development of visitor-serving facilities should also enhance existing facilities at the seaward end of the moles and provide additional facilities at selected locations where feasible to provide opportunities for public access to Main Channel and Entrance Channel views.
10. Preserve and enhance the existing non-boating-related public recreational facilities within the marina.
 - Enhance the existing beach facilities.
 - Preserve and expand as necessary affordable public parking in areas of non-boating related recreational facilities.
 - New development in western and northwestern sector should further enhance and define the bikeway.
 11. Provide additional opportunities for coastal housing where possible.
 - New development of coastal housing should be contingent upon adequate transportation capacity to and within the marina facility.
 - New development of coastal housing on the western moles should provide windows to the waterfront from the mole roads.
 12. Discourage new development of office commercial uses and other uses which are not marine dependent uses.
 - New development in the marina shall include uses which are dependent upon the harbor facility for their viability including visitor-serving commercial uses.
 13. Maintain and improve the Specifications and Minimum Standards of Architectural Treatment and Construction.
 - Continue to enforce the specified height and parking limits.
 - Continue enforcement of the Specifications Manual for construction on Marina parcels, as well as the design review and recommendations of the Design Control Board.
 14. Maintain and strengthen the Design Control Board to review new development proposals utilizing the improved Specifications manual.
 15. Execute an agreement between the County of Los Angeles, the Marina del Rey Lessees' Association and the Summa Corporation to fund the construction of intersection improvements and the Marina Bypass. Summa's contribution shall be limited to 5% of the cost of the Bypass.

AREAS A, B & C

b. Issues Identified

- In addressing development in undeveloped areas, the Coastal Act encourages protection of coastal resources, public safety and increasing recreational opportunities. The potential exists to realize those aims in Areas A, B and C. WHICH USES AND DEVELOPMENT STANDARDS FOR UNDEVELOPED AREAS WOULD BE MOST CONSISTENT WITH COASTAL ACT INTENT?
- New development will have an impact upon traffic circulation in and around the study area. HOW CAN THESE TRAFFIC IMPACTS BE MITIGATED?
- New development will also include increases in air pollutants. WHAT STEPS CAN BE TAKEN TO MINIMIZE THESE AIR QUALITY IMPACTS?

c. Research Analysis

— Development Standards/Compatibility of Development

Design Principles

The following is a list of design principles drawn from Coastal Act policies. The Phase III Local Implementation Plan for Marina del Rey/Ballona further defines and elaborates on all development standards and design issues.

- New development will be located in areas best served by existing road and utility systems.
- The design of new development will mitigate the impact of the new traffic generated on coastal recreation access roads.
- New development will be concentrated to preserve identified coastal resource values (i.e., wetlands, view corridors).
- Provisions for public transit will be an integral part of development plans.
- Views of distinctive visual resources (e.g., bluffs, wetlands) will not significantly disturbed.
- New development will be adequately served by well-designed recreation facilities.
- New development will be planned to encourage pedestrian and bicycle transportation.
- Open space buffer areas between new development, identified wetlands and support areas will be established.
- Coastal dependent and visitor-serving uses will receive major consideration in development of the land use plan (e.g., wetland preserve, marina).

AREA A

Marina Expansion

As stated in Chapter 5, Environmentally Sensitive Habitat Areas, the California Department of Fish and Game (DFG) has proposed that the 40 acres of wetlands in Area A be replaced on an acre-for-acre basis in Area B. Therefore, for the reasons which follow, it has been determined that the most coastally-oriented use of this area would be to develop it as an extension of the existing Marina, reflecting its mix of uses and its stress upon water-oriented recreational and visitor-serving uses.

As explained in the Recreational Boating Chapter, there currently exists a serious shortage of wet boat slips in Los Angeles County. This shortage, and the strong recreational demand causing it, was underscored by public input at the Marina del Rey/Ballona LCP Public Workshop No. 3 (Shoreline Access and Recreation, June 18, 1981).

Furthermore, the Coastal Act requires that, "Increased recreational boating use of coastal waters shall be encouraged . . ." and promotes the development of new boating facilities as a significant means of enhancing recreational boating opportunities. The Coastal Act also requires that, in oceanfront land suitable for water-oriented recreational activities and visitor-serving commercial recreational activities, these uses shall have priority over non-recreational activities.

The proposed construction of hotels, restaurants, and extension of Fisherman's Village (incorporating needed ancillary facilities including restrooms and parking) in Area A, in combination with a shoreline promenade linking these uses, would clearly fulfill these aims.

Other Coastal Act objectives which would be realized by the proposed development in Area A are the following:

- The new marina basin would expand low-cost visitor-serving recreational opportunities by providing 3 small parks on south shore moles.
- The new marina basin would increase shoreline frontage and, thusly, increase shoreline access via the provision of a continuous public promenade surrounding the new basin.
- Placing a significant number of acres of water in permanent open space would respond to Coastal Act encouragement of open space preservation.
- The Coastal Act requires that: "new housing in the Coastal Zone shall be developed in conformity with the standards, policies, and goals of local housing elements . . .". The housing element of the County General Plan provides for housing in an area larger than but inclusive of the plan area; therefore, plans to develop this vacant parcel into an extension of the existing marina should include water-oriented residential uses.

Water Traffic

A study conducted in 1980 by Williams-Kuebelbeck indicated that marina expansion could possibly increase boat traffic congestion. The Department of Beaches and Harbors has indicated subsequent to discussion with the U.S. Army Corps of Engineers that the entrance to the existing Marina would be able to accommodate the traffic generated by the number of additional slips proposed in this plan as long as safety rules are followed.

FIGURE 4
AREA A LAND USE DISTRIBUTION

Area A (139 acres plus parcel 61; 2 acres) is well-suited for expansion of the existing small craft harbor land and water uses including:

	No. Acres
Water (Marina basin)	40
Hotel (Visitor-serving)	22
Residential III	33
Residential V	4
Commercial (Visitor-Serving)*	5
Mixed Commercial/Marine Commercial/Office/Residential IV (100 units)	3
Open Space (Shoreline park and south shore mini parks)	15
Parking	7
Roads	12
TOTAL	141

Total Dwelling Units (Area A) - 1,226 (15% to be low and moderate income units — see page II-105.)

Total Visitor-Serving Commercial, not including hotels (Area A) — 200,000 sq. ft.

*Includes 900 restaurant seats.

local coastal program

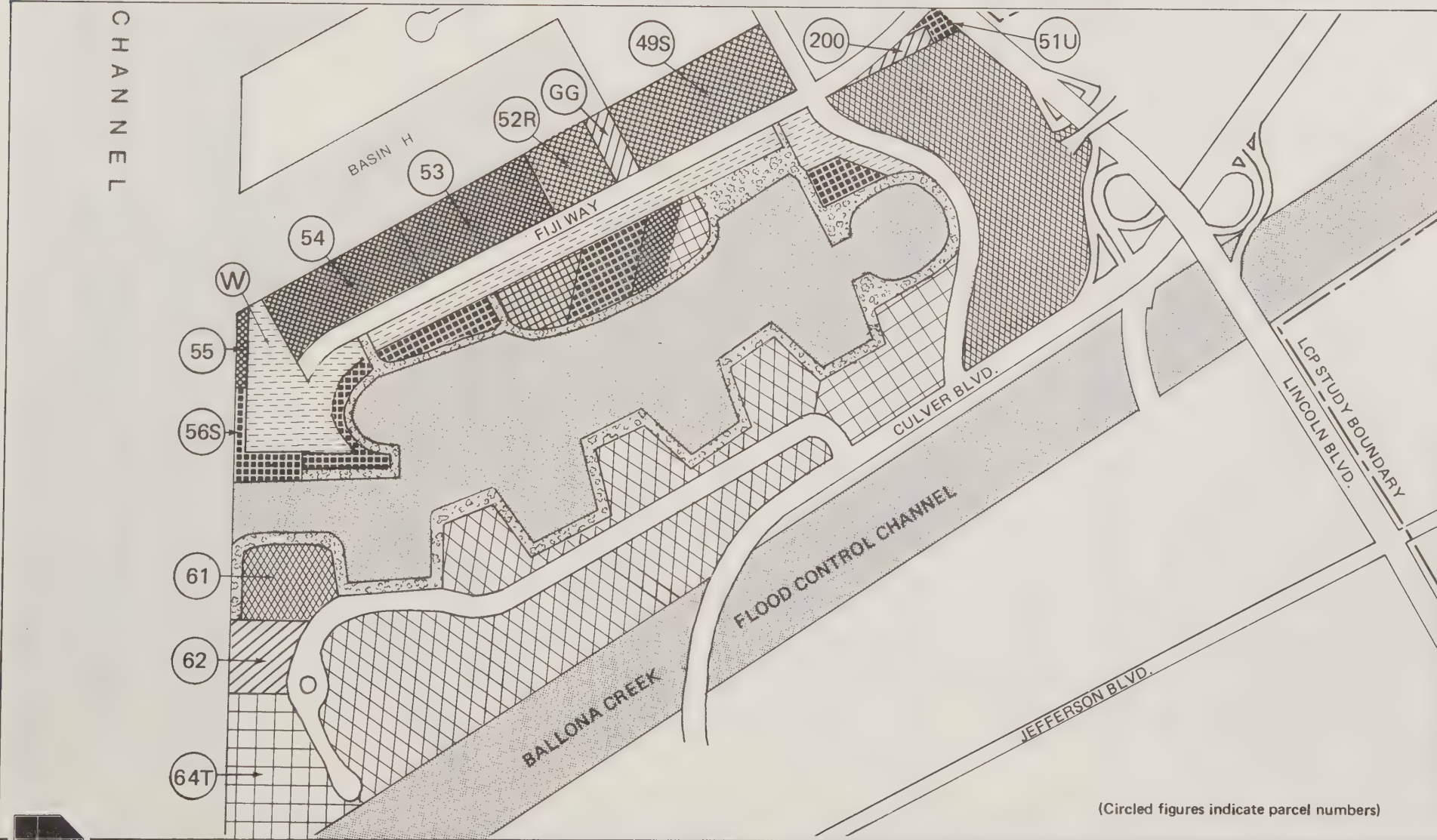
marina del rey/ballona

map 24

AREA A AND ADJACENT MARINA PARCELS —
PROPOSED LAND USE PLAN



	PUBLIC BOAT STORAGE		RESIDENTIAL III		COMMERCIAL		PARKING
	HOTEL		RESIDENTIAL IV		MARINE COMMERCIAL		OPEN SPACE
	OFFICE		RESIDENTIAL V		PUBLIC FACILITIES		WATER



(Circled figures indicate parcel numbers)

AREA B*Wetland, Buffer, Coastal Housing*

Based on the findings and recommendations of the NHMF Ballona Region report and the recommendations of the DFG, an adequate, desirable amount of area will be left undeveloped for resource preservation and enhancement and public access purposes. Senior citizens' housing development will take place along the west end of Culver Boulevard in an area substantially degraded environmentally.

The balance of housing will be located adjacent to Lincoln and Jefferson Boulevard in an area of former agricultural cultivation. It should be noted that a large lagoon will be created to provide wet area and mud flats in Area "B". This lagoon will provide year round, rather than occasional and ephemerally available, wet area and shall be included in the wetlands area.

FIGURE 5**AREA B LAND USE DISTRIBUTION**

Area B (385 acres) will consist of the following land use distribution:

	No. Acres
Wetland, Ecological Support Areas and Buffer	209-215*
Residential III and Golf Course or Other Private Open Space	92
Residential V	20
Residential I (City of Los Angeles)	15
Convenience Commercial/Medical (70,000 sq. ft.)	5
Public Facilities** (including well sites and access roads)	19
Roads	19
TOTAL	385 acres

Total Dwelling Units (Area B) - 2,333 (15% to be low and moderate income units, including 225 senior citizen units - see page II-105.)

A interpretive center with associated trails and observation points will also be provided in Area B. The center will be located just west of where the rerouted Culver Blvd. enters Area B from the north. Limited parking will be provided adjacent to the center. This area has also been designated as an alternate location for a youth hostel.

The major residential area in Area B will include a par three, 18-hole, private golf course or other private open space.

AREA C*Office/Commercial and Coastal Housing*

This predominately vacant area is served by Jefferson and Lincoln Boulevards.

As detailed in the Environmentally Sensitive Habitat Areas Chapter of this LCP, Area C is highly disturbed with little biological significance. It reflects the same history and status as the adjacent Area A with the exception that a portion of the southern segment of Area C is currently used as a little league field. This area is well suited to help meet the critical housing needs in this general area as outlined in the Los Angeles County General Plan and further enunciated at Workshop No. 5 (Development Policy).

*Acreage cited is approximate--209 acres is a minimum figure for the Habitat Management Area. Final acreage designations will be defined as part of the Local Implementation Plan which includes a Wetlands Restoration Program. Furthermore, should the Implementation Plan designate the Bird Conservation Area or other area as the site for the youth hostel, acreage in Area B reserved for such use will be included in residential acreage.

**Gas Company property in Area B actually comprises approximately 25 acres (not including easements for wells and gas lines outside the main facility). However, approximately 12.5 of these acres are designated as wetlands within which wells, subsurface pipelines and access roads exist and will need to be maintained. The remaining 12.5 acres are, and will continue to be, occupied by Gas Company equipment and facilities.

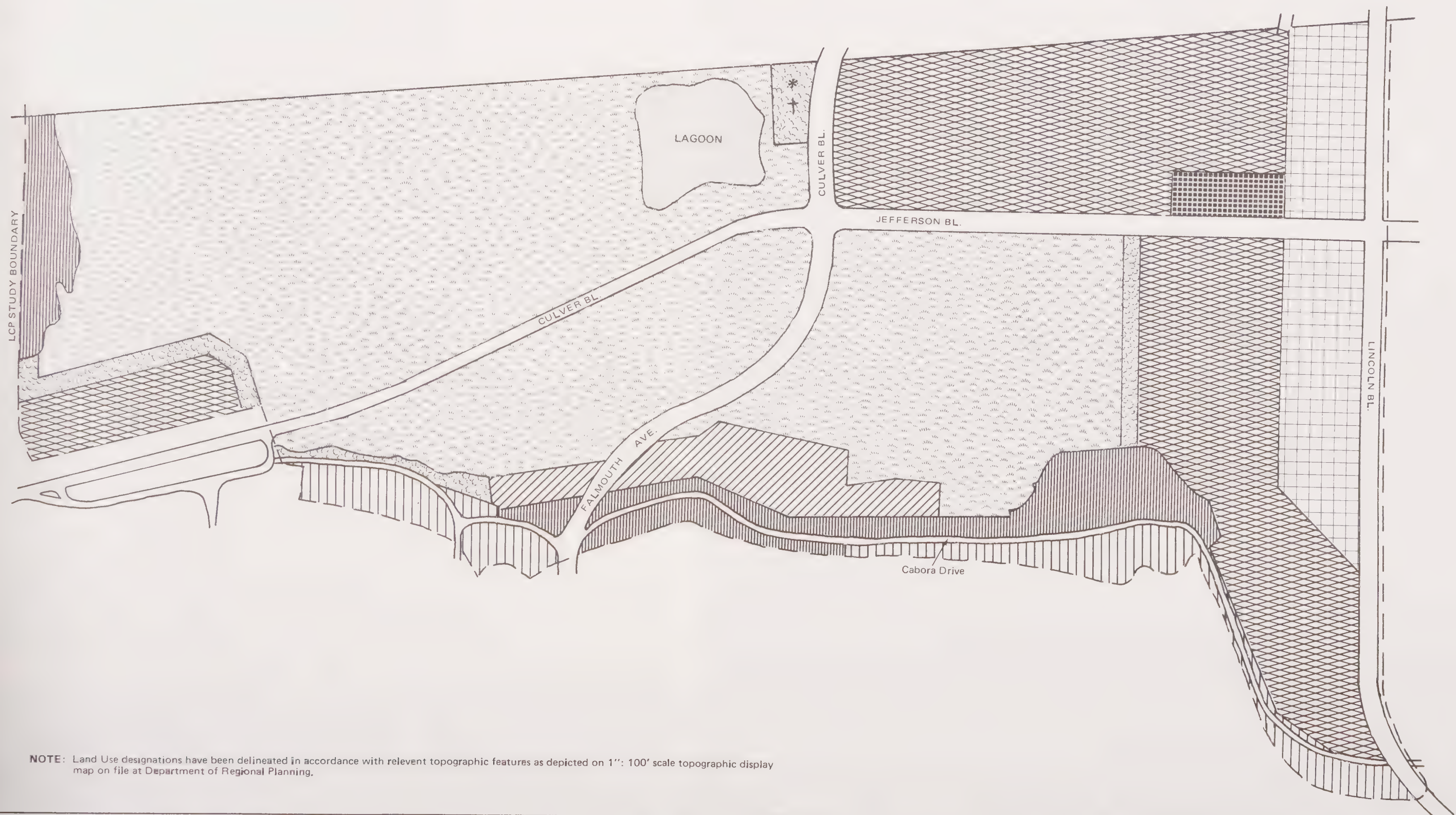
map 25

AREA B - PROPOSED LAND USE PLAN



- | | | |
|-------------------------|------------------------------------|---------------------------------------|
| Wetlands | Water (Lagoon is part of Wetlands) | Commercial |
| Ecological Support Area | Residential III | Public Facilities (Energy Facilities) |
| Open Space | Residential V | Residential I (City of Los Angeles) |

*Alternate Youth Hostel Location
†Interpretive Center



NOTE: Land Use designations have been delineated in accordance with relevant topographic features as depicted on 1": 100' scale topographic display map on file at Department of Regional Planning.

Residential density proposed for this area has been determined to be consistent with the needs and overall pattern of the vicinity. Approximately 5-10 acres of neighborhood recreation/open space will be included in this area as well as pedestrian access to the Marina. The mixed office/commercial use proposed for the southwesterly portion of Area C will tie into the proposed Area A development-expanding the Marina del Rey "urban center". A pedestrian bridge will link these two uses across Lincoln. Another pedestrian bridge will link the mixed office/commercial area to the residential area in Area C.

FIGURE 6

AREA C LAND USE DISTRIBUTION

Area C (73 acres) will consist of the following land use distribution:

	No. Acres
Residential III	40
Residential V	10
Mixed Office/Commercial (900,000 sq. ft. office) (100,000 sq. ft. commercial)	10
Convenience Commercial (50,000 sq. ft.)	4
Roads	9
TOTAL	73

Total Dwelling Units (Area C) - 2,032 (at least 15% to be low and moderate income units - see page II-105).

AREAS A, B & C

Traffic Considerations

This analysis is based upon traffic studies performed by Gruen Associates and by Barton-Aschman of existing access and circulation in the Coastal Zone. The details of these studies are found in Chapter 11: Circulation. However, the principal improvements associated with new development are:





- Widening of Lincoln Boulevard to 8 lanes. Rerouting of Culver to connect with Falmouth.
- Construction of a Bay St. bridge crossing Ballona Creek to connect with Culver Blvd., providing an additional bypass to Lincoln Blvd.
- Falmouth extension providing an alternative north-south Coastal Zone route to overcrowded Lincoln Boulevard.
- A future transit system.
- Transportation Systems Management - providing shuttle service and other measures for internal zone trips.
- A redesigned Lincoln/Culver interchange with Lincoln Blvd. bridging over a lowered Culver Blvd. and additional ramps provided.

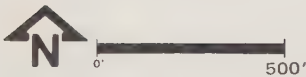
Maintenance of Applicable Air Quality Standards

Current air quality controls are administered by the Federal and State governments as well as by the South Coast Air Quality Management District (SCAQMD). Although Los Angeles County has little authority to administer regulations, it supports them through adopted General Plan development guidelines. County land use and transportation strategies are intended to reduce total number of vehicle miles travelled by providing services and employment closer to residential areas, thereby reducing both the number and length of vehicle trips. This is accomplished by encouraging use of public transit for longer trips and bicycling and walking for shorter trips.

map 26

AREA C – PROPOSED LAND USE PLAN

-  Residential III
-  Residential V
-  Office
-  Commercial



As part of the County's environmental review process, projects are assessed as to their impact on air quality. SCAQMD has determined that certain uses and the magnitude of a project can lead to significant air quality impacts. Based on threshold guidelines from both SCAQMD and Southern California Association of Governments (SCAG) the following projects may pose impacts of regional significance: a housing project of 500 or more dwelling units or one designed for more than 1,000 people; any commercial project requiring over 500,000 square feet or employing 1,000 persons or more; hotels/motels with 500 or more rooms, and industrial plants/parks that employ more than 1,000 people.

New development recommended in the Land Use Plan for Areas A, B and C would exceed the thresholds discussed above and generate a significant increase in localized air pollutant emissions. However, the compactness, mix and density of recommended new development, in combination with its proximity to existing employment centers and shopping/recreation attractions, would conform with Coastal Act policies requiring that new development be concentrated in already developed areas (Section 30250) and that it minimize energy consumption and vehicle miles traveled (Section 30253).

A review of the air quality impacts of the proposed new development will be conducted by the SCAQMD. The SCAQMD will assess the consistency of recommended land uses with its basin-wide program. Pending completion of this review, the following air quality mitigation features can be identified in the LUP to offset possible future pollutant emissions:

- Metropolitan location of new development close to existing jobs, shopping, transportation, and entertainment and recreation attractions.
- Provision of an on-site mix of housing, jobs and recreation opportunities that will reduce the need for resident travel.
- Roadway improvements designed to improve traffic flows and reduce stop and go conditions that maximize vehicular emissions.
- Public transit accommodations, shuttle and pathway systems within the community designed to reduce automobile dependence.
- Transportation management programs encouraging car and van pooling and flexible work schedules designed to reduce peak hour travel.
- Energy saving buildings.

Air quality review of the project will be based on its direct and indirect air quality impacts and mitigation measures to either eliminate or reduce the potential problems. Approval of the project will be based on an analysis of the feasible mitigation measures, unavoidable impacts, and specific economic, social or other considerations which make any other project alternative infeasible.

d. Findings

Marina Expansion (Area A)

- There is a great need and public desire for additional boat slips.
- The total number of boat slips which ultimately could be provided by a marina expansion will be determined by design, safety, mix of land uses, and circulation concerns but will provide approximately 26 acres of additional wet boat slip space.

- A marina expansion project would accrue positive impacts to recreation and visitor-serving facilities, shoreline access, coastal housing, and open space as well as recreational boating.

Area B

- At least 209 acres of wetland and ecological support area have been designated for preserve status in Area B.
- With proper mitigation, buffering and enhancement, a viable wetland preserve can be created, protected from urban uses and transportation corridors.

Area C

- Area C is identified as having very low scenic and biological resource value. It is therefore most appropriately designated in this LCP as a coastal zone housing area.

Traffic Considerations

- Redesign and improvement of Lincoln, Culver, and Jefferson Boulevards and Falmouth Avenue will improve coastal access.

Air Quality

- Approval of any major development proposal will include a review of air quality impacts and proposed mitigation measures.

e. Policies and Actions

Development Standards/Compatibility of Development

1. Development will be guided by design principles set forth in this chapter as discussed under Research Analysis (location of new development, scenic resources, public access, natural hazards, public works facilities, and coastal dependent developments). These principles serve as a basis for development and design standards set forth in the Local Implementation Plan.

Areas A, B and C

1. To protect environmentally sensitive habitat resources in the study area from conversion to urban uses and from the adverse impacts of future urban development, and to provide for the creation of a permanent Habitat Management Area, new development shall be concentrated in Areas A and C and the eastern portion of Area B.
2. Permanent open space totalling 45+ percent of the acreage in Areas A, B and C (269 acres out of 597 acres) shall be reserved to protect sensitive habitat resources and provide recreation and open space. Major open spaces shall be reserved in the following areas:

Area A	Marina	40 acres
	Shoreline Park	15 acres
Area B	Habitat Man. Area	209 acres
Area C	Neighborhood Recreation	5 acres
TOTAL		269 acres

Additional open space will be reserved to accommodate pathways, neighborhood recreation and landscaped areas as well as a par three, 18-hole, private golf course or other private open space which will provide a local recreational service, helping to assure that the recreational needs of the new residents will not overload nearby coastal recreational areas.

3. New development shall incorporate recreation facilities adequate to meet the recreation needs of future residents, thereby avoiding overcrowding of nearby public recreation areas by the residents of permitted development.
4. To address the social and economic needs of the people of the State, new housing shall be provided in Areas A, B and C. New housing should be located as follows:

Area A	1,226 du's (38 acres)
Area B	2,333 du's (112 acres including golf course or other private open space)
Area C	2,032 du's (50 acres)
	<hr/>
	5,591 du's (200 acres)

An equivalent of 15 percent of total housing units allocated for Areas A, B and C of the Marina del Rey/Ballona Local Coastal Plan will be provided by the landowner to meet the needs of low and moderate income individuals and families. The location will be determined by the landowner so long as the total allocation (on- and/or off-site) equals 15 percent of the total permitted housing units within Areas A, B and C. At least 225 of these units in Area B shall be senior citizen housing. In the event necessary government housing subsidies are not available in a timely manner for the low income categories, land will be reserved by the landowner for low income housing.

Should units be provided off-site, the ratio of such units will be on the basis of 1.25 low and moderate income off-site units for each low and moderate income on-site unit. Off-site units shall be constructed at the same time as each phase of the on-site project and at least 50% of the total low and moderate income units shall be on-site.

The quantities herein described are maximums. All projects are subject to Countywide guidelines, land use standards local codes, ordinances and development criteria.

5. Small convenience commercial centers should be located in Areas B and C to provide retail facilities and services to neighborhood residents. The total leased space in these centers should not exceed 120,000 square feet of commercial space including 12,000 square feet of medical office uses.
6. Construction of residential, commercial and visitor-serving uses in Areas A, B and C shall be phased to assure that necessary infrastructure facilities (i.e., roads, water and sewers) are in place before such uses are occupied.
7. Higher density development shall be concentrated adjacent to the Marina Freeway and along the Lincoln Boulevard and Culver Boulevard (Areas A and C only) corridors, easily accessible to public transit facilities and routes.
8. Higher density commercial and visitor-serving uses (Area C office space and eastern Area A visitor-serving uses) shall be designed to accommodate transit service and facilities.
9. Development in Areas A, B and C will proceed consistent with phasing program as outlined in Figure 6A, following page.

FIGURE 6A
PHASING: AREAS A, B AND C

PHASE I

Description

- Northern half of residential in Area C
- Initiate activities in preserve area in Area B

Infrastructure Improvements

Area A

- Excavate marina and transport fill to Area B, build bulkhead
- Start connection to Coastal Interceptor and/or North Central Outfall. Install pump station

Area B

- Excavate lagoons and distribute fill, make hydraulic connection to Ballona Channel
- Begin preserve preparation
- Create alternative Belding's Sparrow nesting area

Area C

- Widen Culver to Lincoln
- Install Lincoln ramp to eastbound Culver

PHASE II

Description

- South shore residential in Area A
- Commence senior citizen low and moderate income residential development in portion of Area B
- Commence residential development in eastern portion of Area B

Infrastructure Improvements

Area A

- Grade southside, install local streets and on-site utilities
- Construct Admiralty Way north of the Channel
- Widen Lincoln to Channel and bridge over Culver
- Construct road to Villa Venetia
- Widen Lincoln bridge
- Connect marina to channel

Area B

- Construct Culver realigned to Jefferson
- Extend Falmouth to connect to realigned Culver
- Widen Lincoln
- Continue habitat restoration

Area C

- Widen Culver to Lincoln
- Install Lincoln ramp to eastbound Culver

(continued)

FIGURE 6A (contd.)

PHASE III

Description

- Construct marina facilities, shoreline walkways, mini-parks, parking in Area A
- Continue residential development in Area A
- Commence residential development in south side of Area C
- Commence commercial development in Areas A, B, C
- Commence residential development in south side of Area C
- Commence commercial development in Areas A, B, C

Infrastructure Improvements

Area A

- Extend realigned Culver to channel crossing and bridge over channel
- Construct loop and bypass

Area B

- Continue fill of residential area
- Install on-site utilities
- Install local roads

Area C

- Excavate south side residential and transport to Area B

Marina Expansion (Area A)

As marina expansion occurs, the following design principles will apply:

1. Provide a 40-acre Marina with approximately 26 acres of additional wet boat slip space consistent with existing marina design principles. All of the slips shall be available to the public through procedures similar to those practiced by Los Angeles County in the existing Marina.
2. Parcels located adjacent to the north shore of the new marina shall be reserved primarily for visitor-serving uses. Permitted uses will include an extension of Fisherman's Village at the west end of the north shore. Additional specialty shops and restaurants will be provided along the remainder of the north shore with adequate on-site parking and appropriate view corridors. To increase the vitality of the area, a mixed residential/commercial/marine commercial/office area (100 D.U.) will be provided.
3. Develop the area east of Admiralty Way extension into hotel (1,500 rooms) and other visitor-serving commercial uses.
4. Develop the area south of the new basin into residential apartment or condominium uses at R-III and R-V densities and a 6-story hotel at the west end.
5. Provide amenities enhancing access along public bulkheads such as well marked walks and promenades and view points including 3 public .5 acre mini-parks at the ends of three proposed south shore moles as described on page II-19.
6. Design all development to enhance access, view and aesthetics.
7. Incorporate uses in demand by a broad range of interest, age and economic groups.
8. Incorporate support facilities such as parking and public restrooms adequate for projected future use levels.
9. Specific proposed acreage allocations for Area A are detailed in the Research Analysis section of this chapter.

Area B

1. In Area B, design and construct necessary drainage and earthwork to create a preserve with at least:
 - 175 acres of wetland (including 10 acres of lagoons)
 - 34 acres of support area (dunes, bluffs, etc.) and buffers
2. Residential development permitted in Area B shall conform with applicable design criteria outlined in the Environmentally Sensitive Habitat Element and the Specific Plan development standards. A "bowl concept" should be implemented in Area B with taller residential structures (up to 10 stories) located adjacent to Lincoln Boulevard and along Jefferson Boulevard, immediately west of Lincoln Boulevard. Low rise buildings should be build next to the Habitat Management Area.
3. Area B residential uses should include affordable senior housing on the 8 acre parcel located at the southwest corner of the area, adjacent to the south edge of the Management Area. Up to 225 affordable senior units should be constructed on this parcel.
4. Prior to the issuance of building permits, a specific management area plan must be approved outlining the kinds of uses and improvements in the area. Methods of resolving ownership, operations, and funding of the area must be resolved and approved by the local jurisdiction.
5. Development proposals for the balance of Area B are outlined under the Research Analysis section of this chapter and shall conform to the development standards as set forth above (Development Standards/Compatability of Development).

Area C

1. The height of development located along the northern margin of Area C should be consistent with adjacent residential uses to the north and be designed to avoid casting shadows on the existing uses.
2. Area C should include a 10-acre commercial parcel adjacent to Lincoln Boulevard and north of Culver Boulevard, providing up to 900,000 square feet of office space and 100,000 square feet of visitor-serving commercial.
3. The 10-acre commercial parcel should be linked directly with the visitor-serving uses west of Lincoln Boulevard by an overhead pedestrian bridge spanning Lincoln Boulevard. The pedestrian bridge would improve access to the Marina for area residents and employees in Area C and it would encourage the extension of visitor-serving uses into Area C.
4. Development proposals for the balance of Area C are outlined under the Research Analysis section of this chapter and will conform to the development standards as set forth above (Development Standards/Compatibility of Development).

Air Quality

1. New development in Areas A, B and C shall be designed to reduce energy consumption and air pollutant emissions when compared with comparable development in the South Coast Air Basin. New development shall be designed to (1) encourage nearby job opportunities, (2) utilize energy-efficient construction and (3) reduce dependence on the private automobile by providing pedestrian/bicycle paths, internal shuttle service linking residential areas with shopping and jobs, public transit accommodations (including a light rail transit right-of-way) and feasible transportation systems management programs designed to make more efficient use of area roadways.

a. Coastal Act Policies

30251. *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

30253. *New development shall:*

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

b. Issues Identified

- The Ballona wetlands, in addition to constituting an environmental habitat, offer visual amenities of open space in an intensively urban setting. WHAT STEPS SHOULD BE TAKEN TO ENHANCE THE VISUAL QUALITY OF THE WETLANDS?
- The existing Marina is known for its scenic harbor views. HOW CAN THE HARBOR VIEWS BE PROTECTED AND MAINTAINED WHILE ALLOWING REASONABLE NEW DEVELOPMENT?
- Sharp contrasts exist in the visual amenities of the existing Marina and Areas A, B and C. HOW CAN VISUAL COMPATIBILITY OF NEW DEVELOPMENT WITH EXISTING NATURAL AND MANMADE ENVIRONMENTS BE ENCOURAGED?

c. Initial Research Analysis

— Introduction

Identification and description of coastal visual resources in the Marina del Rey/Ballona LCP study area should be addressed as two separate geographic units: (1) the existing Marina del Rey Small Craft Harbor area, and (2) the undeveloped area south and east of the existing Marina area designated as Areas A, B and C. Area B includes the wetlands and the bluffs which constitute significant scenic resources. Areas A and C — the majority of which are covered with dredge spoil resulting from construction of Marina del Rey Small Craft Harbor — are not considered significant scenic resources under the evaluation criteria included in this chapter.

As the existing Marina and Area B represent markedly different visual experiences, the qualities and characteristics comprising the ambiance of each unit are discussed separately. In a general sense, however, the dissimilarity between these units in such close proximity achieves a certain dynamic diversity and contrast, which should not be considered a negative attribute.

— Visual Resource Descriptions

General

Following is a listing of coastal visual resources applicable to the Marina del Rey/Ballona LCP area based on the classification system set forth in *Aesthetic Resources of the Coastal Zone*, prepared for the Office of Coastal Zone Management by Roy Mann Associates, Inc., 1975:

- land/water interface
- distinctive geologic features
- native vegetation
- native wildlife

(Figure 7, following page, offers a comprehensive assessment of the area's visual qualities as per these and other criteria.)

FIGURE 7

VISUAL RESOURCES ASSESSMENT CRITERIA

Visual Resource	Description	Example in Marina and/or Area B	Quality of Resource Low, Medium, High
1. Shoreline complexity	distinctive land/water interface	Marina: manmade interface (bulkheads/basins) with landscaping	Medium
2. Topographic complexity	diversity/relative relief of land forms	Area B: some dunes (Bluffs)	Low Medium
3. Vegetative integrity	unity of species within one viewshed	Area B: areas where salicornia predominates	Medium
4. Vegetative diversity	variety of species within one viewshed	Area B: area with eucalyptus, iceplant, pampas grass, and other species	Low
5. Native wildlife	indigenous species in natural habitat	Area B: California least tern and Belding's Savannah sparrow in flight and in native habitat Marina: birds primarily in flight	High (during season) High (during season)
6. Instructive qualities	characteristics of geologic, botanic, or other scientific interest	Area B: wetlands area	High
7. Ecosystem continuity	visual manifestations of shore ecology	Area B: wetlands area	Medium
8. Near/far contrast	juxtaposition of foreground middle ground, and horizon	Area B: view of Marina, hills, bluffs Marina: view of bluffs, hills, open space, Catalina	Medium High
9. Color	variety in natural elements	Area B	Low
10. Sail horizons	view of sailing activity	Marina and Area B	High
11. Vividness	uniqueness, impressiveness	Area B Marina (Small Craft Harbor)	Low/Medium High
12. Human dynamics	examples of human, coastal-related activities	Marina: boating activity	High

Visual Resources of Area B

While this area currently features biological and wildlife habitats of documented significance, there are limitations in terms of a visually-pleasing scenic experience.

The land is generally flat and, from first glance, monochromatic (little variation in color). Aside from a few channels, there is no water view of significance. Nor are there any complex landforms or geological formations in the area aside from the north-facing Playa del Rey bluffs.

Furthermore, such man-made intrusions as transmission lines and utility facilities cannot be said to add to the visual setting. Litter adds a modicum of visual blight.

Certainly with a prompt restoration program (enhancement of vegetation, increase of water surface and introduction of native trees) this area could present a far more pleasing visual experience. At present, major assets of the area are that it affords unobstructed views of the bluffs immediately to the south and that it offers a unique sense of open space in an otherwise urban environment. The view to the north of the existing Small Craft Harbor focuses on one of the less scenic elements of the Marina — the boat storage and marine industrial area.

Other favorable visual elements currently extant in this area include the predominately green vegetation (salicornia, raphanus, and brassica for example), the saltflats, birds (both in flight and alighting upon the wetlands area), the old Pacific and Electric Railway pilings and intermittent dunes.

The most favorable public viewing locations of the wetlands and the bluffs are the following: (See Map 27, following page)

- Lincoln Blvd. from bridge over channel to approximately 2000 feet south of Jefferson Blvd.
- Entire length of Jefferson Blvd. within study area.
- Culver Blvd. from bridge over channel to Playa del Rey.
- Entire length of bicycle path/walkway along south jetty within study area. (The views from the south jetty are particularly significant as they offer views of wetlands, bluffs, small craft harbor, departing and arriving aircraft at LAX, as well as Pacific Ocean views from the westward extents of the jetty.)

Views from the bluffs should also be noted. Expansive, generally unobstructed views of the wetlands, Pacific Ocean, small craft harbor, cityscape, and Santa Monica and San Gabriel Mountains are offered from three vacant lots on Billowvista Dr. (east of Delgany Ave.) and from the entire extent of Veragua Dr. in Playa del Rey.

With the planned connection of Culver Blvd. and Falmouth Ave. (see Circulation Chapter), the approach along Falmouth from the south toward Area B will afford an impressive, visually-diverse view of the wetlands, existing Marina (e.g., Marina City towers), and San Gabriel and Santa Monica Mountains in the distance.

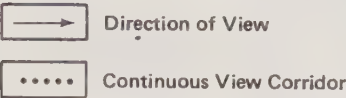
Also, in conjunction with the Culver/Falmouth connection, Culver Blvd. will be realigned so as to directly approach the bluffs — offering a dramatically improved view of the bluffs (See Map 28, page II-114).

Area A

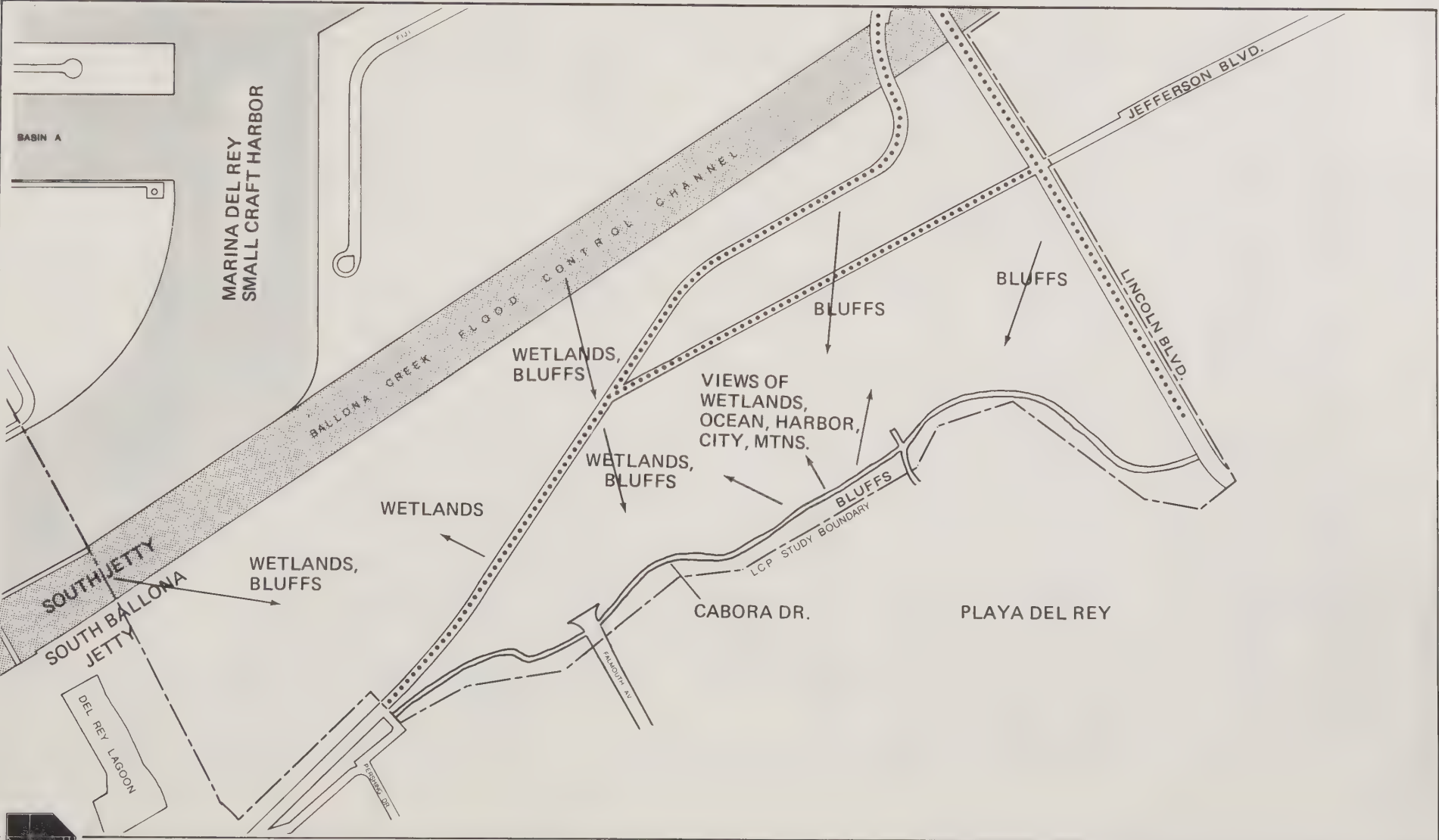
As noted earlier, a new shoreline promenade is proposed around the periphery of the new Marina basin in Area A. This and the aforementioned measures in Area B, would promote consistency with Coastal Act policy 30251.

map 27

MAJOR SCENIC VIEWS (Existing) — AREA B






11-114

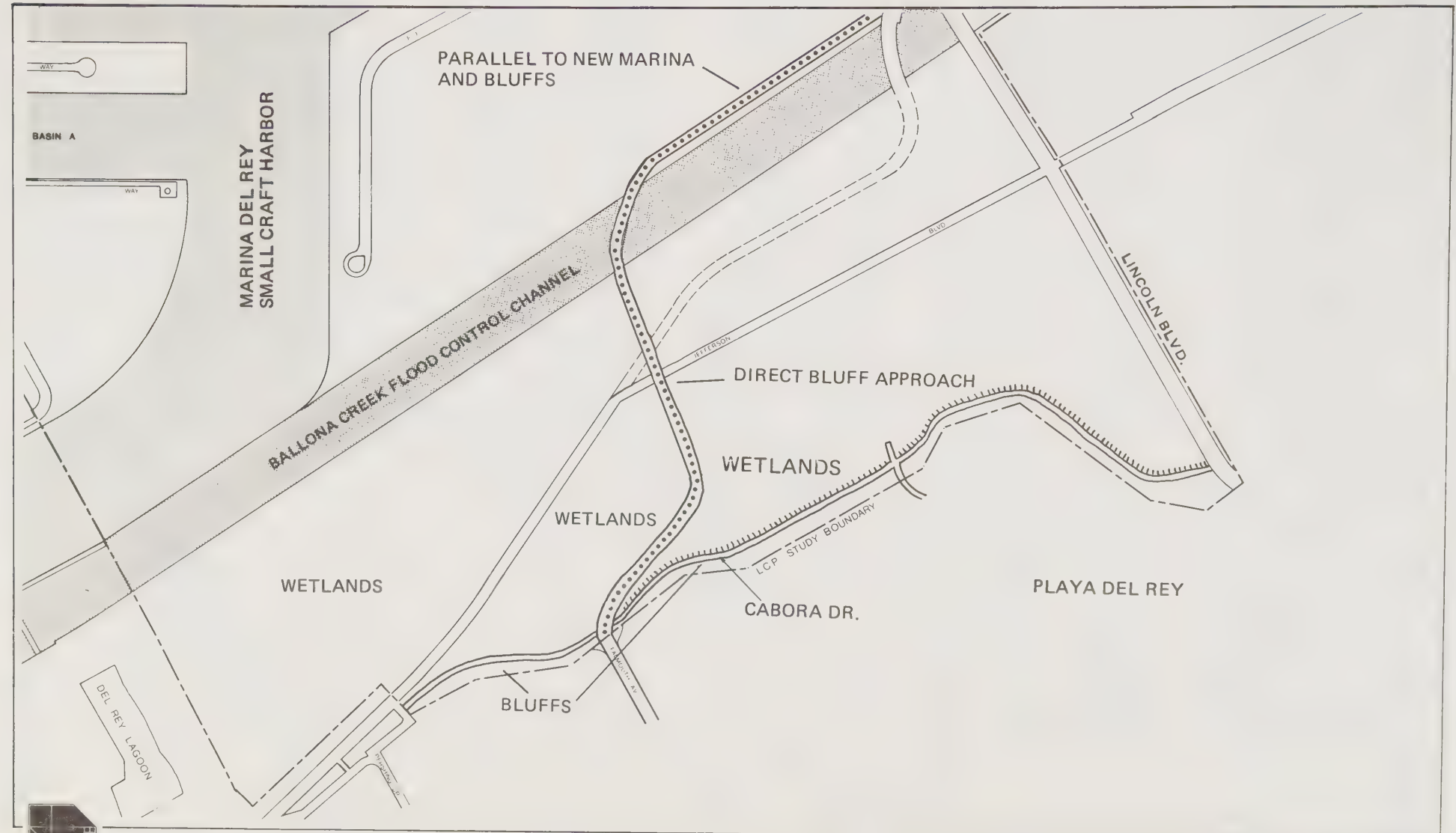


map 28

VIEW IMPROVEMENT PLAN – AREA B



-  Culver Blvd. Realignment/Falmouth Extension
-  Culver Blvd. Deletion
-  Elevated Hiking Trail (Cabora Road)



Visual Resources of the Existing Marina Area

The Marina del Rey Small Craft Harbor represents a land use of tremendous significance and distinction to Los Angeles County. As a whole, it symbolizes a lifestyle based upon coastal amenities. For this reason, the most significant qualities of the area in terms of visual resources are the waters within the small craft harbor, the boats, and boating-related elements (e.g., masts, sails, moles, slips, etc.). Boats in motion provide a particularly pleasant viewing experience. Undoubtedly, this visual setting is one of the major factors in the area's very high popularity for non-boaters as well as boaters.

Other positive scenic elements in the Marina include Burton Chace Park, Fisherman's Village, Admiralty Park, the Marina beach, the jetties and the breakwater. Although the Marina is characterized by low-rise buildings, within the low-rise range there is sufficient height diversity to allow for visual interest and variety. At the northern end of the main channel, the high rise Marina City complex and Promenade Apartments provide an example of architectural diversity.

With respect to public viewing locations, all moles within the Marina allow opportunities for public viewing — the seaward ends allow vistas of greater than 180°. Landscaping is provided along many of these walkways which softens the profile of the bulkheads.

Among the particularly significant vantage points within the Marina are the following:

- Burton Chace Park.
- Bikepath along the northern boundary of the flood control channel.
- Parking lot just northwest of the County Fire Station (view of main channel).
- North and south jetties viewing areas (good views of bluffs, as well).
- Major streets (Via Marina, Admiralty Way and Fiji Way).
- Fisherman's Village.

The following is a list of potential Marina design features which would improve the visual experience and access opportunities in this area consistent with Coastal Act policies 30251 and 30253(5):

- Provision of additional waterfront access on parcels 112 and 113.
- Public viewing decks and promenades provided via construction of new hotels.
- Provision of open space windows on moles.

— **Existing Visual Resource Protection**

Scenic Highway Element (Los Angeles County General Plan):

The following route within the Marina del Rey/Ballona LCP study unit has been designated as a scenic highway meriting first priority status for further study; Via Marina to Admiralty Way to Fiji Way (west, then east) then Lincoln Blvd. to Jefferson Blvd. to Culver Blvd. (continuing beyond study area). It is recommended that the portion within the study area most frequented by visitors (Via Marina, Admiralty and Fiji Way) be designated as a Scenic Drive, and signed appropriately.

Included among the recommendations in the element's action program are proposals to (1) prepare ordinances and amendments to protect scenic highways and, (2) to direct County departments to give special consideration to esthetics in the planning, design, and construction of public facilities along scenic highways.

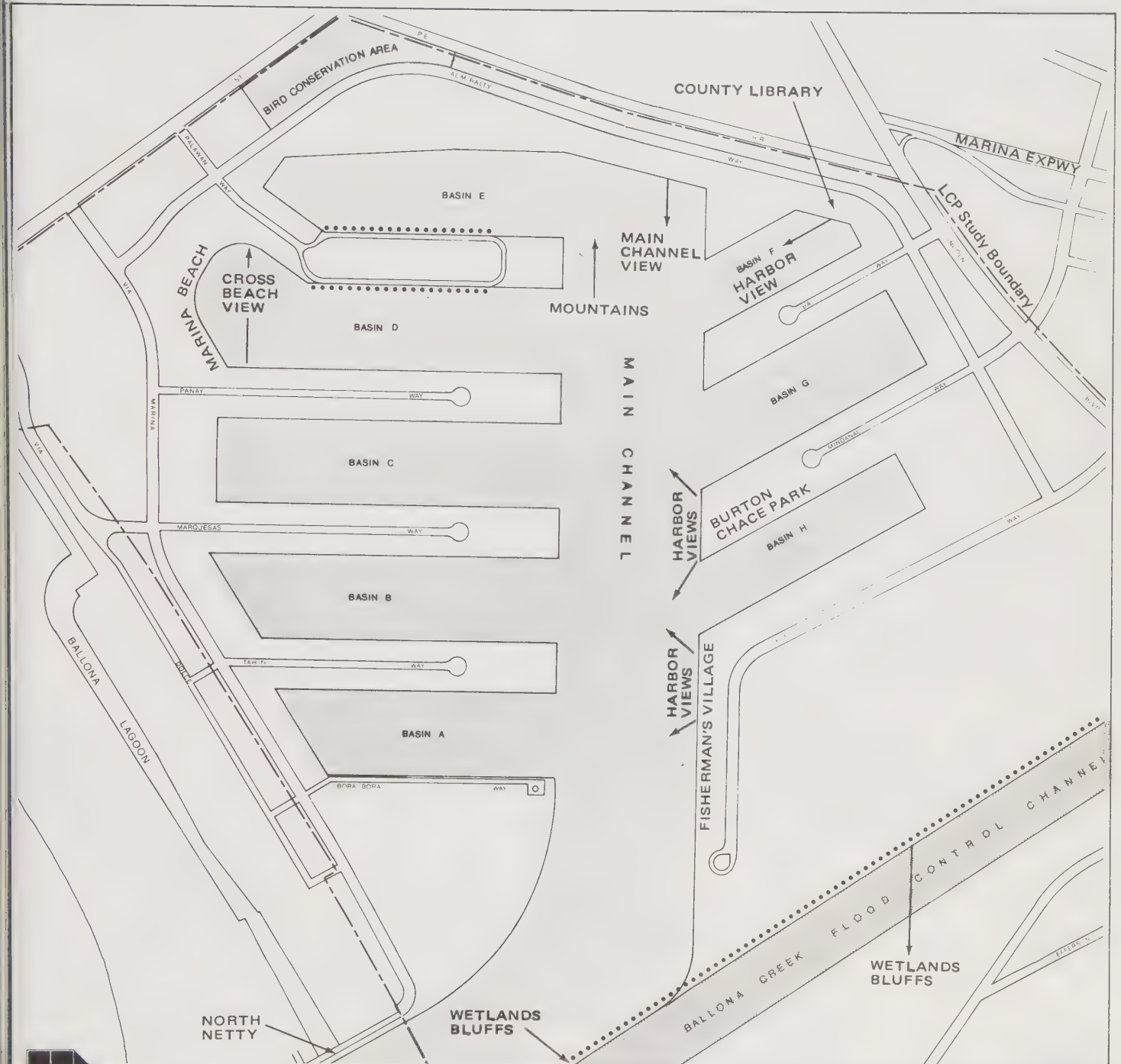
map 29

MAJOR SCENIC VIEWS (Existing)
MARINA AREA

→ Direction of View



..... Continuous View Corridor

(Note: All major streets in Marina offer frequent views of Harbor)



map 30

VIEW IMPROVEMENT PLAN — MARINA AREA/AREA A

-  New Hotels to Provide Public Viewing Decks and Promenades
-  Additional View Improvement Opportunities



“Specifications and Minimum Standards of Architectural Treatment and Construction” (Department of Small Craft Harbors) provides guides and requirements (in addition to existing building laws, zoning ordinances, and other applicable ordinances) for construction and establishes minimum standards, spacing, and other requirements for construction of land and water facilities in the Marina del Rey Small Craft Harbor.

The Design Control Board (appointed by the L.A. County Board of Supervisors), using the aforementioned specifications as a guide, reviews and approves the architectural design and arrangement of facilities in the Marina del Rey Small Craft Harbor.

d. Findings

- Areas A, B and C at present have only limited visual diversity and impact.
- Man-made factors (telephone poles and wires, litter) have negatively impacted the visual experience of these areas.
- Increased water flow in Area B will enhance vegetation, increase the water surface and enhance the visual quality of the area.
- The Small Craft Harbor represents a highly significant, “sea-oriented” recreational resource to the County.
- Marina waters, boats, and boating-related elements are the most positive scenic resources in the harbor and should merit highest priority for viewshed protection.
- Landscaping along moles aids in softening harsh visual impacts of bulkheads and marine service facilities.
- Low-rise buildings are appropriate for the major portion of the Marina — mid-rise or high-rises would be appropriate for outer periphery where little view obstruction would result.

e. Policies and Actions

1. Protect existing views of the wetlands and bluffs from the following locations: Culver Blvd. from Jefferson intersection to Playa del Rey; Lincoln Blvd. and Culver Blvd. bridges over Ballona Creek; north, south and south Ballona jetties.
2. New development may limit but not obliterate existing views of bluffs from Jefferson Blvd. (Lincoln Blvd. to Culver Blvd.) and Lincoln Blvd. (Culver Blvd. to approximately 2000 feet south of Jefferson Blvd.).
3. New wetland/bluff views will be created by the following rerouting of Culver Blvd.: From intersection with Lincoln Blvd. westerly approximately 2300 feet along northern border of Ballona Creek, thence southerly to Gas Company facility, thence southwesterly approximately 1400 feet to connect with Falmouth Ave.
4. No further construction shall occur on the face of the bluffs northerly of the northern most boundary of Cabora Dr. (easement line, dedicated right-of-way line and property line) from approximately Hastings Avenue to Falmouth Ave., and extending west from Falmouth Ave. to Pershing Dr. along the existing City/County boundary line, excepting gas company installations.
5. To preserve the visual quality of the wetlands, access will be strictly limited to educational, scientific and public utility-servicing purposes.
6. Increased waterflow will be introduced to allow enhanced wetland vegetation and greater water cover, creating a more visually-appealing view.
7. No billboards or off-premise commercial signs will be permitted.

8. Sources of funding shall be sought to allow undergrounding of existing transmission lines in and adjacent to the wetlands.
9. In wetlands restoration, alteration of landforms, grading and filling should be minimized, except as required to implement the restoration program.
10. Through appropriate signing, designate a Scenic Drive from Via Marina at Pacific Ave. north to Admiralty Way, Admiralty to Fiji Way and Fiji east and west to Lincoln Blvd.
11. Signing, building design and facade design in the existing Marina will continue to be controlled by the Marina del Rey Design Control Board.
12. The following existing views within the existing Marina will not be significantly disturbed:
 - All views from north jetty and south jetty (west of UCLA boathouse).
 - Harbor views from Burton Chace Park and Fisherman's Village.
 - Cross-beach view from Panay Way parking lot (parcel GR).
 - Main channel view from Admiralty Park.
13. New development shall incorporate harbor views from streets and pedestrian accessways consistent with security and safety considerations.
14. In the existing Marina area, other than Marina City and hotels proposed for parcels 15U, 10R and 9U, high-rise buildings shall be located at the outermost periphery of the Marina (west side of Via Marina from Washington St. to Marquesas Way and north and east side of Admiralty Way) and shall offer public viewing areas including view corridors. This policy shall be consistent with current or renegotiated master leases.
15. New development shall not significantly increase infringement of wind access for boats in their berths, in the fairways, or in the Main Channel. (Solar access is addressed for specific Marina parcels in the Design Principles for New Development Chapter.)
16. Provide waterfront pedestrian access and a small waterfront viewing platform on parcels 112 and 113 in reconstruction.
17. To preserve views of the Santa Monica and San Gabriel Mountains from the Main Channel, no structure over 40' in height should be constructed on the easternmost 300 feet of parcel 125R, or on parcels 129, 130, 131S, or along Admiralty Park.
18. Landscaping and plant materials should be used to screen and soften visually obtrusive elements in the study area (e.g., utilities, service areas, bulkheads, fencing, etc.).

a. Coastal Act Policies

30253. *New development shall:*

- (1) *Minimize risks to life and property in areas of high geologic, flood and fire hazard.*
- (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

b. Issues Identified

- A properly functioning flood control system is important to public safety and maintenance of the wetlands environment. WHAT FLOOD CONTROL IMPROVEMENTS ARE NECESSARY IN THE FUTURE WHILE STILL PRESERVING THE WETLANDS CHARACTER?
- Geologic hazards may exist in the Marina Coastal Zone; ground shaking, liquefaction and tsunami are possible hazards. In addition, portions of bluff areas may be erosion prone. ARE THERE SPECIAL PRECAUTIONS THAT SHOULD BE MADE BEYOND NORMAL BUILDING AND SAFETY STANDARDS?

c. Research Analysis

In the Marina del Rey/Ballona LCP study area, flood and geologic forces exert sufficient impact to be of potential concern.

— Assessment of Flood Hazards

The study area has an urban watershed of about 129 square miles which includes the West-Central Los Angeles area, Benedict Canyon, Sawtelle/Westwood, and Centinela Creek, and numerous small canyons on the southern slopes of the Santa Monica Mountains. Drainage results from rainfall (average 10 to 15 inches per year), channel stream flow (Ballona Creek), storm drains, and tidal action. Discussion of flood hazard will focus on Areas A, B and C since development of the Marina segment has eliminated flood hazard to Los Angeles County Flood Control District's satisfaction. Areas A, B and C are affected by the Ballona Creek Channel, storm drain discharge from four county facilities, and tidal flow from two Ballona culverts. In addition, the low-lying areas, particularly westerly of Lincoln Boulevard and southerly of Ballona Creek, are subject to flood hazard. Southerly of Ballona Creek the existing ground is lower than the water surface and will not drain to the channel at flood stage. The problem is complicated by tidal effects.

The Los Angeles County Flood control District is responsible for planning, development, and operation of county facilities connected with flood prevention, such as the control channel drainage systems and tidal gates.

There are two, gated side drains on the south side of the Ballona Creek Channel of importance to wetland preservation. These side drains, or automatic flap gates, are designed to prevent reverse flow onto the lowlands south of the levee during periods of large stormflow in the channel. Debris interfering with gate closure is currently preventing these flap gates from serving their intended purpose. This causes a potential for extensive flooding of tributary areas and saturation of earth behind channel walls, resulting in possible levee failure when channel flow draws down before the earth can drain adequately. The Los Angeles County Flood Control District, Department of Regional Planning and the County Museum of Natural History are working together to create a plan consistent with Coastal Act policy 30253(1) for continuing the flood control function of the flap gates while providing regular saltwater flushing at the wetlands. (See ESHA and Marine Resources chapters for discussion of flap gate operation related to tidal flow in the wetlands.)

— **Assessment of Geologic Hazards (ground shaking, liquefaction and tsunami)**

Although no active or potentially active earthquake fault traverses the study area, some potential geologic hazards could result from seismic activity centered in adjacent areas. The nearest active faults are the Charnock fault and Overland fault which lie respectively $2\frac{3}{4}$ miles and $5\frac{1}{2}$ miles easterly of the study area and the Malibu Coast fault 7 miles to the northwest (see Map 31, following page). The Charnock and Overland faults are part of a major fault system - the Newport-Inglewood Fault Zone. The following descriptions are taken from the Los Angeles County General Plan, Seismic Safety Element.

Newport-Inglewood Fault Zone (Active fault)

The Newport-Inglewood Fault Zone is a series of "en echelon" northwest-trending, vertically-dipping faults extending from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport Beach. Numerous recent shocks greater than Magnitude 4.0 and also the historic Magnitude 6.3 Long Beach Earthquake on March 11, 1933, centered offshore near Newport Beach suggest an active seismic history. Although there has been no observed ground surface displacement associated with the Newport-Inglewood Fault Zone, there may have been subsurface fault displacement of approximately 7 inches associated with the October 21, 1941, earthquake (Magnitude 4.9) and with the June 18, 1944, earthquake (Magnitude 4.5). This Fault Zone could generate a $7.0\pm$ Magnitude earthquake within the next 50-100 years.

Malibu Coast Fault (Potentially Active Fault)

This fault extends from West Hollywood westward to Leo Carillo Beach where it continues westward offshore. The latest movement on this fault may have been more than 11,000 years ago, but accurate dating of its latest seismic event has not been determined. Some seismologists and geologists believe that the 1972 Point Mugu earthquake was a result of movement along the Malibu Coast Fault. The state of activity of this fault is therefore questionable. The Malibu Coast Fault is approximately 48 miles long, is a northdipping thrust fault and could be capable of generating a 7.0 Magnitude earthquake.

The degree of hazard inherent in any seismic event will depend upon the magnitude, location, and frequency of the fault displacement as well as the local potential for damage due to soil type, geologic structure and existing building structures. The hazards for this area include earthquakes (ground shaking and liquefaction) and tsunamis (tidal waves).

Ground Shaking

Should a seismic event occur, the most widespread and damaging effect of an earthquake would be ground shaking. Ground shaking during an earthquake is largely due to the release of seismic energy during periods of sudden displacement along a fault. The amount of shaking sustained in any locality will depend upon (1) local geologic deposits (for example, the intensity of ground shaking can be several times larger on sites underlain by thick deposits of saturated sediments than on bedrock), (2) characteristics of the earthquake source (magnitude, location, and area of causative fault surface), and (3) distance from fault. As the greatest damage to life and property from ground shaking is from the failure of buildings, the extent of damage will depend upon the structural integrity of buildings as well as where they are sited.

According to Los Angeles County General Plan (1980), the maximum credible (expected) earthquake that may occur on the Charnock and Newport-Inglewood fault zones (those closest to the study area) would have a Richter magnitude of M 7.0. The 1920 Inglewood earthquake (Richter magnitude M 4.9) was located on the Charnock fault. In addition to the 1920 event, numerous other epicenters have occurred on the Newport-Inglewood Fault System. Among these are the 1933 Long Beach Earthquake (M 6.3), and the 1944 Dominguez Hills Earthquake (M 4.5).

Other active and potentially active faults that may produce strong earthquake-induced ground accelerations are listed in Figure 8, page II-124 (Greensfelder, 1974).

map 31

SEISMIC HAZARDS

SOURCE: L.A. County General Plan, Seismic Zone Map, 1975

- A Active Fault
- P Potentially Active Fault
- L Potential Liquefaction Zone

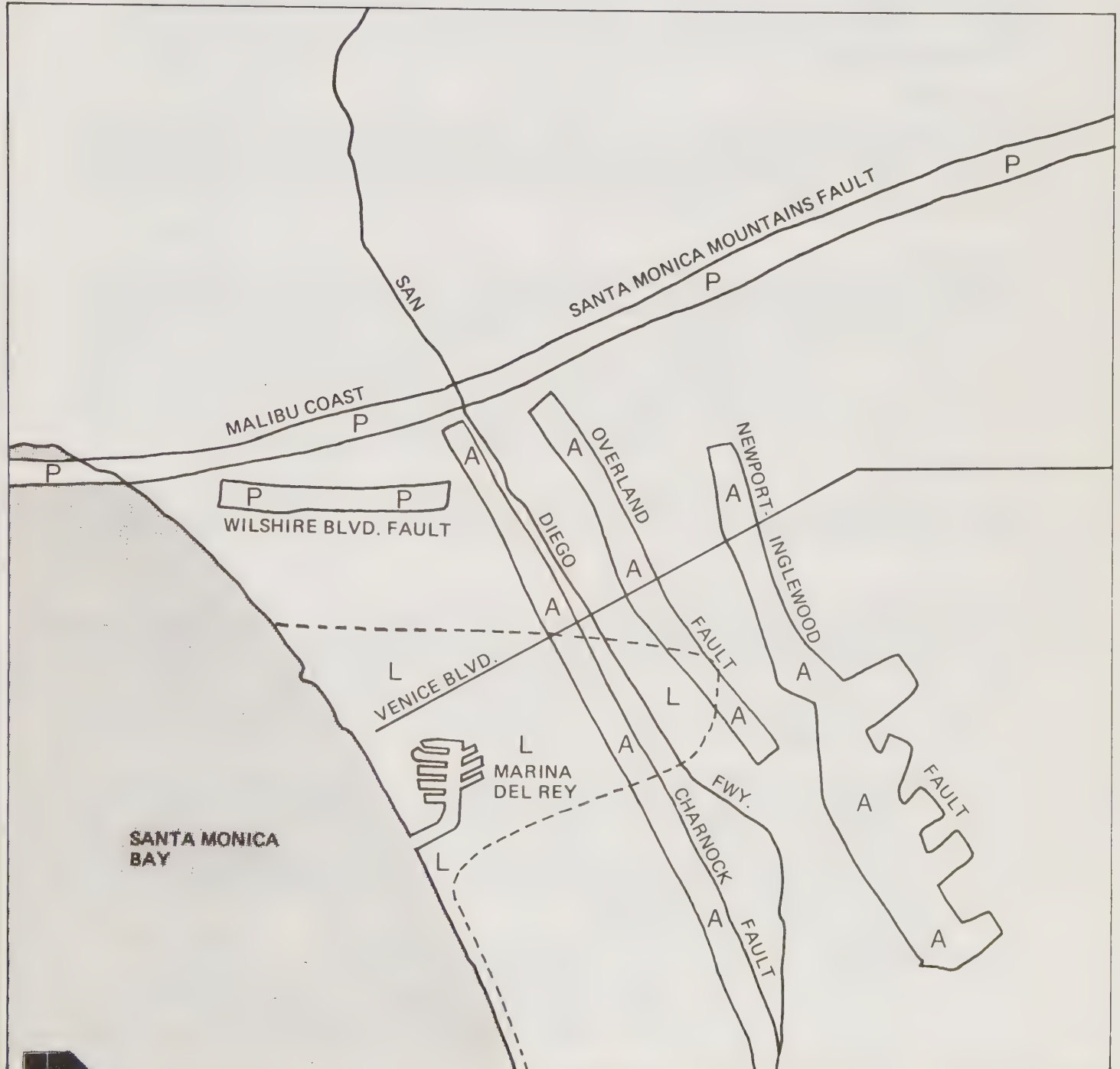


FIGURE 8
POTENTIAL EARTHQUAKE MAGNITUDES

Fault	Distance	Maximum Credible Earthquake Magnitude
San Andreas	43 mi.	M 8.25
Santa Susana-San Fernando Sierra Madre Fault System	21 mi.	M 6.5
Whittier-Elsinore	24 mi.	M 7.5
Malibu-Cucamonga	7 mi.	M 7.5
Palos Verdes	12 mi.	M 7.0

The maximum bedrock acceleration, according to Greensfelder, 1974, in the Venice area is in excess of 0.5 g (force of gravity). This acceleration may be modified by the several hundred feet of soft sediment overlying the bedrock. Modified Mercalli Intensities of I to VII should be expected according to Leeds, 1973.

Liquefaction

Liquefaction is the result of strong ground shaking of water-saturated, loose to moderately dense sand and silty sand. It occurs because the instantaneous random accelerations of the sand caused by an earthquake occur so rapidly that the water around the sand particles cannot drain away as it normally does in other deformation processes (e.g., placing a footprint on a sandy soil). The result is that water pressure builds up to the point where soil particles no longer rest against each other but are separated by water. At this point, the entire mass becomes fluid-like and cannot support loads. Lateral spreading, a hazard associated with liquefactions is an incident where a body of compacted fill moves laterally upon the failure of the liquefaction prone soils surrounding it.

The Los Angeles County General Plan, Seismic Safety Element in the Seismic Zone map (p. 97) shows the study area to be within a "Potential Liquefaction Zone" (4L) and defines this zone as follows:

Liquefaction and Landsliding Potential

The areas shown as "High Liquefaction or High Landslide Potential" on a Seismic Zone Map will be subject to liquefaction, acceleration of active landslides, renewed movement of inactive landslides, and to original movement of rock material. Geologic-seismic and soils reports should be required within these zones for high-cost or high-occupancy facilities, critical-use facilities, and for subdivision-type residential developments. The findings should demonstrate the geotechnical feasibility for the proposed use.

In the study area the potential for liquefaction resulting from seismic activity may be high in portions of the major undeveloped area due to the shallow depth to the water table and the loose fine-grained alluvial deposits that underlie the site. Liquefaction and/or lateral spreading may cause local ground instability which could result in the collapse of bridges or buildings. However, modern day building techniques are designed to provide foundations able to compensate for liquefaction problems while site analysis and selection will allow developments to avoid the areas of high risk due to lateral spreading.

Tsunami and Seiches

Seismic sea waves (tsunami) are a series of traveling ocean waves of extremely long length and period. Tsunamis are believed to originate as vertically displaced columns of ocean water, resulting from phenomena such as; vertical displacement of the ocean floor, submarine avalanche and long period earthquake waves.

The effect of a tsunami reaching a coastal area can range from indicators measurable only by instrument, to waves that crest to heights of more than 100 feet, and strike with devastating force.

Seismic sea waves (tsunamis) pose a potential hazard to the low-lying portions of the study area, because of their minimal elevation and proximity to the ocean. Earthquakes with epicenters anywhere in the Pacific Ocean may generate such waves. No existing proposals are known which would provide protection to physical structures, although warning systems are in effect which allow persons time to vacate the area.

According to the J.H. Wiggins' **Seismic Safety Analysis, City of Los Angeles**, the maximum expected run-up of a tsunami wave in the Venice beach area is 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval. These values are based on vertical height above mean sea level and have an average maximum error of ± 40 percent. Moreover, the run-up figures are computed for tsunamis generated from distant earthquakes. Tsunamis generated from local earthquakes (faults in Santa Monica Bay for example) may be larger than from distant earthquakes but are less likely to occur.

Seiches or "sloshing" of captive bodies of water such as the Marina del Rey Small Craft Harbor due to seismic activity usually occur in moderate to great earthquakes (magnitude 5.0 and above). Seiches may raise and lower a water surface from a few inches to several feet, and may occur several thousand miles away from the earthquake epicenter.

Stability of the Playa del Rey Bluffs

A prominent land form rising to 140 feet above the remainder of the study area and composing its southern boundary are the Playa del Rey Bluffs. These bluffs are composed of highly erodible sand with only slight cohesion. Severe erosion has occurred on these bluffs where drainage has been concentrated — in an uncontrolled manner — and flowed over the slopes.

There are two components to the potential for hazard along the bluffs:

1. The physical process; in this case the cutting back of the top of the bluffs and the transportation of the erosion materials to the foot of the slope, and
2. The proximity of man's activities to the physical process; structures at the top of the slope jeopardized by a potentially receding edge, Cabora Road at the mid-point of the bluffs and Gas Company facilities at the bottom of the slope — both potentially the recipient of erosion materials.

The top of the bluffs are almost entirely developed as single family residential and any future infilling will develop in a similar manner as provided for in the City of Los Angeles General Plan. These properties at the top of the bluffs are protected from erosion through the construction of proper drainage systems as well as trimming the slope back to a safe angle or of setting structures a safe distance from the top of the slope when necessary.

Cabora Road, currently a Southern California Gas Company and City of Los Angeles utility access road will be developed as a pedestrian view path providing exercise as well as visual access to the Ballona Wetlands. Hazard associated with this use is mitigated by erosion and drainage controls now incorporated and the fact that any potential risk to this area would be during a period of untypically high rainfall, an inherently low use period for a view path.

The Southern California Gas Company facilities at the foot of the bluffs are protected by drainage controls and setback.

The approximately 6,000 square feet of the base of the slope not occupied by the gas facility are currently undeveloped and are designated as open space on the Land Use Map (see LCP Summary).

d. Findings

- The Los Angeles County Flood Control District considers the developed portion of the Marina del Rey/Ballona LCP area as reasonably free of flood hazard.
- The Los Angeles County Flood Control district considers the undeveloped portion of the study area as reasonably free of major flood hazard and will exercise jurisdiction for local drainage requirements.
- The undeveloped portion of the study area will require flood control improvements.
- The continued existence, quality, and extent of the Ballona Wetlands is directly related to flood control policy and practice.
- The study area is susceptible to ground shaking from earthquake.
- Damage from ground shaking can be mitigated through the use of earthquake-resistant design and construction and site selection.
- The study area has a high potential for liquefaction and lateral spreading should a seismic event occur.
- Hazard from liquefaction can be mitigated by stabilizing development sites if adequate geologic and soils investigations are utilized.
- While low lying areas are statistically endangered by tsunami, they are isolated from the shoreline by distances of from 1,500 feet to 6,000 feet and are not considered directly exposed to tsunami hazard.
- The Marina del Rey Small Craft harbor has sustained only minor damage in the past due to tsunami and seiche because of special design standards embodied in the moles, docks and breakwater.
- The Playa del Rey Bluffs pose erosion and drainage hazards which may be mitigated by careful geologic reporting, drainage planning and site use.

e. Policies and Actions

1. Require a Los Angeles County Flood Control District-approved plan for the entire undeveloped area as a prerequisite to new development.
2. Flood control facilities proposed for the undeveloped area shall be consistent with the policies of all of the chapters of the Local Coastal Plan.
3. The County of Los Angeles Department of Regional Planning, Flood Control District and Museum of Natural History shall work with the property owner to provide flood control protection while allowing for regular saltwater flushing to the wetlands.
4. Future development must be based on thorough site specific geologic and soils studies including specific geotechnical studies related to mitigation of liquefaction and lateral spreading.
5. All future development shall utilize earthquake-resistant construction and engineering practices particularly those intended for high density of human occupancy. Preliminary engineering mitigation and structural setbacks shall be designed for a bedrock acceleration of 0.5g and high potential for liquefaction, unless a reliable geologic survey indicates otherwise. Review by the Division of Mines and Geology shall be required only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource protection. Development shall be sited so as to:

- a. Not include channels constructed in areas of liquefiable soils unless it can be shown that the failures of the areas adjacent to the channels will not cause life safety problems or that the area adjacent to the channels can be engineered to preclude or mitigate the impacts of liquefaction.
 - b. Insure structures affecting life safety, such as gas lines, shall not occupy or transect liquefiable soils adjacent to constructed channels subject to lateral movement as a result of earthquake shaking, unless such structures can be engineered to preclude or mitigate the impact of liquefaction.
6. Consider the effect of seismic sea waves in land use planning and development siting.
 7. Require that new marina and harbor facilities continue to be designed and constructed so as to reduce the potential impacts of tsunamis.
 8. Direct the County Disaster Services Coordinator to consider the potential threat of tsunamis in the preparation of disaster response plans for low lying harbor and coastal areas.
 9. Instruct the County Disaster Services Coordinator to investigate the feasibility of establishing a tsunami alert procedure.
 10. Development adjacent to the bluffs shall incorporate sufficient drainage controls to prevent erosion.
 11. No further construction shall occur on the face of the bluffs northerly of the northern most boundary of Cabora Dr. (easement line, dedicated right-of-way line and property line) from approximately Hastings Avenue to Falmouth Ave., and extending west from Falmouth Ave. to Pershing Dr. along the existing City/County boundary line, excepting gas company installations.

Local Implementation Program plans for residential units proposed on the bluff face south of Cabora Drive shall include a geologic stability study to determine the feasibility of mitigation, and integrated development and slope protection plan incorporating provisions for guaranteed continued maintenance of the slope, and a detailed runoff and drainage control plan. This plan shall include as a minimum, the type and location of all drainage improvements proposed for the site and landscape and erosion control plans. This plan shall be subject to Division of Mines and Geology review only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource protection.

12. Any residential development at the top of the bluffs shall comply with the City of Los Angeles requirements for drainage control, set backs and geologic engineering at the time of construction.

a. Coastal Act Policies

30252. *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.*
30254. *New or expanded public works facilities* shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided . . . special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

b. Issues Identified

- The present circulation system in the LCP area handles local and thru traffic for recreational, work and service purposes. WHAT IS THE CURRENT LEVEL OF SERVICE OF THE EXISTING CIRCULATION SYSTEM?
- Future development will increase traffic on this circulation system which has a limited flow capability. CAN A CIRCULATION SYSTEM BE DESIGNED TO DECREASE CONGESTION AND INCREASE TRAFFIC EFFICIENCY?
- Recreational and local facility-serving automobile traffic contribute a large part of the traffic in the Marina. WHAT ALTERNATIVE TRANSPORTATION MODES ARE FEASIBLE IN IMPROVING THIS TRAFFIC?
- Present parking requirements are derived on an individual land use basis regardless of hours of operational use or actual need for parking. HOW FEASIBLE WOULD MULTIPLE USE OF PARKING SPACES BE FOR LAND USES NOT CONFLICTING OR SHARING IDENTICAL HOURS?
- Where apartment dwellers and boat slip renters share the same parking spaces, required parking is considered separately. SHOULD PARKING CONTINUE TO BE DETERMINED ON AN INDIVIDUAL BASIS.
- Special events and peak summer periods present the most severe parking problems in the Marina. WHAT ALTERNATIVE PARKING STRATEGIES EXIST FOR THE MARINA DURING THESE SPECIAL TIMES?

c. Research Analysis

Introduction

Further development in the Marina del Rey area depends on the ability of the circulation system to accommodate traffic generated by those projects. Inasmuch as the potential for development in the LCP area is substantial considering the vacant property and the desire by the Marina Lessees for potential recycling of many existing Marina uses, a great amount of attention has been paid to the circulation issues of appropriate service levels, congestion, capacity and mitigation.

*Coastal Act Section 30114 (b) defines public works to include all public transportation facilities, including streets, roads, highways, public parking lots and structures.

Los Angeles County Department of Beaches and Harbors, City of Los Angeles, Summa Corporation and others, have undertaken independent studies of circulation in or near the study area to prepare for the traffic that could be generated by potential new development. The County Department of Regional Planning, in preparing the Marina del Rey/Ballona LCP, has, with the assistance of the County Road Department, utilized the studies listed below (prepared by reputable traffic engineering firms). Circulation policies set forth herein are designed to meet the multiple objectives of enhancing recreational access to Marina del Rey, accommodating some development in the LCP area (particularly visitor-serving uses) and mitigating any traffic impacts resulting from development.

City of Los Angeles, *Western Area Transportation Study 1977-1985*.

Gruen Associates, *Marina del Rey Traffic Study*, 1982.

The Mall Company, *Travel Patterns and Transportation Study for Playa Vista, California*, February 1981.

Barton-Aschman Associates, *Traffic/Circulation Overview Playa Vista Master Plan*, May 1981.

PRC Voorhees, *Draft Playa Vista Traffic Analysis*, October 1982.

Barton Aschman Associates, *Playa Vista Study Area/Transportation Analysis - 1995*, November 1982.

Existing Circulation System

The two state highways serving the LCP study area are the Marina Freeway/Expressway (Route 90) and Lincoln Blvd. (Route 1). The Route 90 Freeway and its extension to Lincoln Blvd. serve as the main access to the Marina from the east. Connections between Route 90 and the San Diego Freeway provide accessibility to the north. As originally planned, the Marina Freeway was to extend to Lincoln Blvd. with a possibility of extension to Washington St. providing a through highway corridor to Venice. Since this extension was not built, an undesirable at-grade intersection exists at Culver Blvd. An expressway currently extends along the segment from the present terminus of the Freeway to Lincoln Blvd.

Lincoln Blvd. serves north and southbound traffic along the eastern boundary of Marina del Rey and has three connecting streets which directly serve the Marina (i.e., Fiji Way, Mindanao Way and Bali Way). Culver Blvd. and Jefferson Blvd. serve as the major east-west corridors linking the undeveloped portions of the LCP study area to the San Diego Freeway (Route 405).

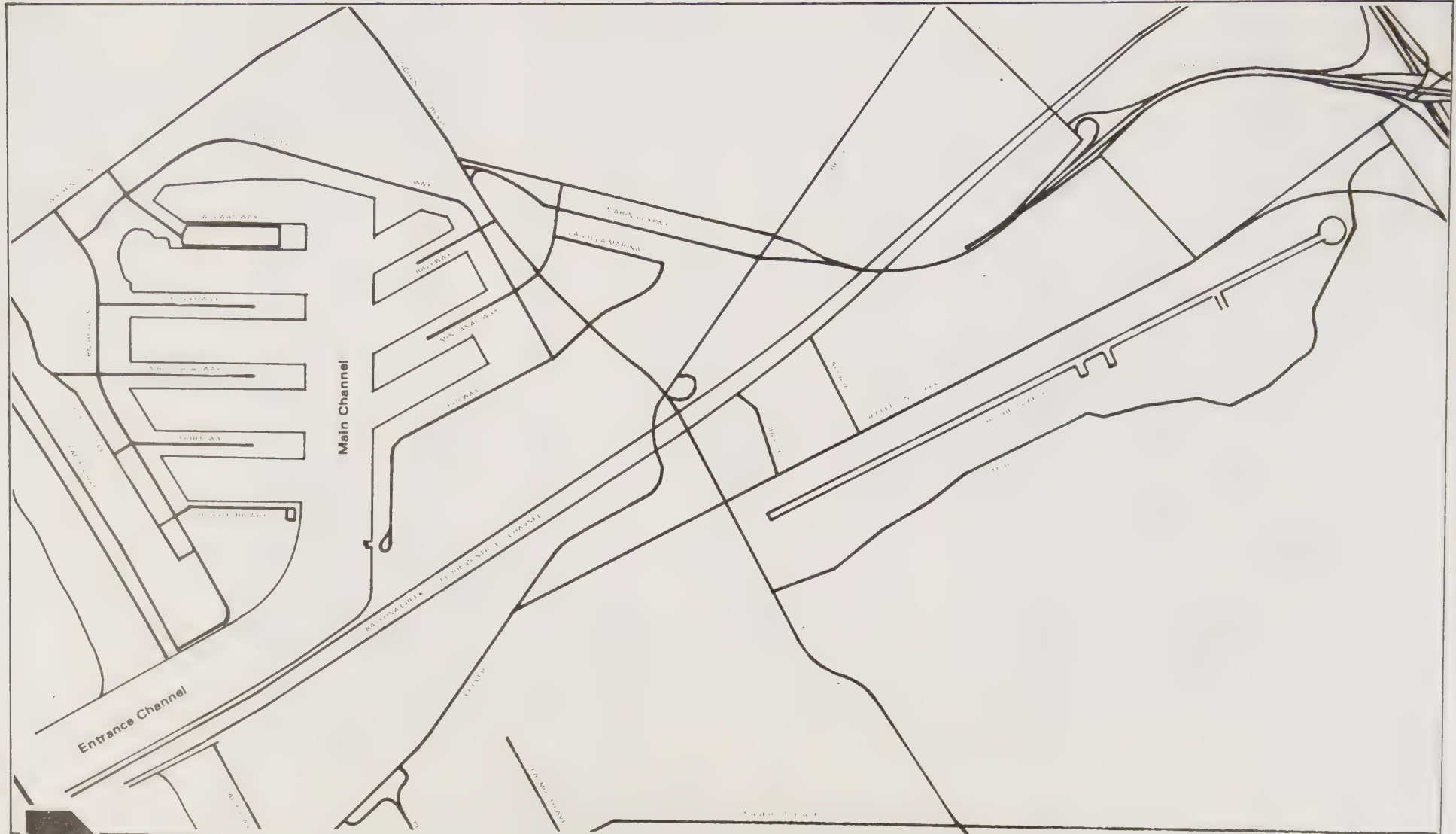
Internal circulation within the Marina is provided by Admiralty Way with connections at Fiji Way, Mindanao Way, Bali Way, Palawan Way and Via Marina. Mindanao Way is the only Marina street that connects directly with the Route 90 extension, but some Route 90 traffic uses Lincoln Blvd. to Bali Way as an alternate access route to the Marina. Further access to the Marina from the north is provided by Via Dolce and Washington St.

Existing Transit Service

Bus service to Marina del Rey is provided by Southern California Rapid Transit District (SCRTD) and the Culver City and Santa Monica Municipal Bus lines. The lines include Culver City Routes 2 and 5 (nearby), Santa Monica Route 3 and SCRTD Routes 115, 116, 605, 606 and 828. Bus Route 828 runs along Admiralty Way at one-hour intervals. Ridership along this route totals approximately fifty passengers boarding and unboarding in each direction on a typical weekday.

Line 220 serves Fisherman's Village on Fiji Way and connects to L.A.X., Beverly Hills/Century City, and West Hollywood.

EXISTING CIRCULATION SYSTEM



Existing Traffic Conditions*

Traffic counts at various points on key arterials in the LCP area indicate average daily traffic (ADT) volumes as follows :

- Lincoln Blvd., 33,000 to 51,000 ADT;
- Marina Expressway (Rt. 90), 44,000 ADT;
- Washington Blvd., 25,000 to 41,000 ADT;
- Culver Blvd., 19,000 to 36,000 ADT;
- Jefferson Blvd., 12,000 to 22,000 ADT;
- Admiralty Way, 17,000 to 38,000 ADT;
- Streets intersecting Admiralty, 3,000 to 21,000 ADT; and,
- Mole streets, less than 7,000 except for Fiji Way which experiences 13,000 ADT.

Congestion in the Marina is usually produced by weekend/holiday traffic, summer recreational traffic, commuter trips (especially spillover traffic into the Marina from motorists attempting to avoid the heavy congestion at the intersection of Washington and Lincoln Blvds.) and/or special event traffic. Some of these conditions can occur simultaneously.

Opportunities to add overall highway capacity in the LCP area are constrained by the following factors:

- The Main Channel entrance to the existing Marina and the Ballona Creek flood control channel form a barrier to additional north/south traffic;
- Congestion on adjacent streets and highways during peak commuter hours and summer holiday weekends;
- Environmental factors, including the need to minimize disturbance to the Ballona Wetlands and other adjacent environmental support areas;
- The existing Marina, and the need to maintain its internal circulation pattern and low level of congestion;
- Existing urban development of an intensive nature north and east of the Marina in Venice and Del Rey; and,
- The Westchester bluffs, which currently form a barrier to north/south traffic and are breached only by Lincoln Blvd. and Pershing Dr., the latter with an awkward, low capacity intersection with Culver.

Levels of Traffic Service - Existing Marina Area

Analyses of existing traffic conditions focus on the quality of service at specific intersections in the Marina area. Figure 9 (page II-135) provides standard definitions of "Levels of Service" (LOS) with level "A" being free flowing traffic and "F" being total congestion.

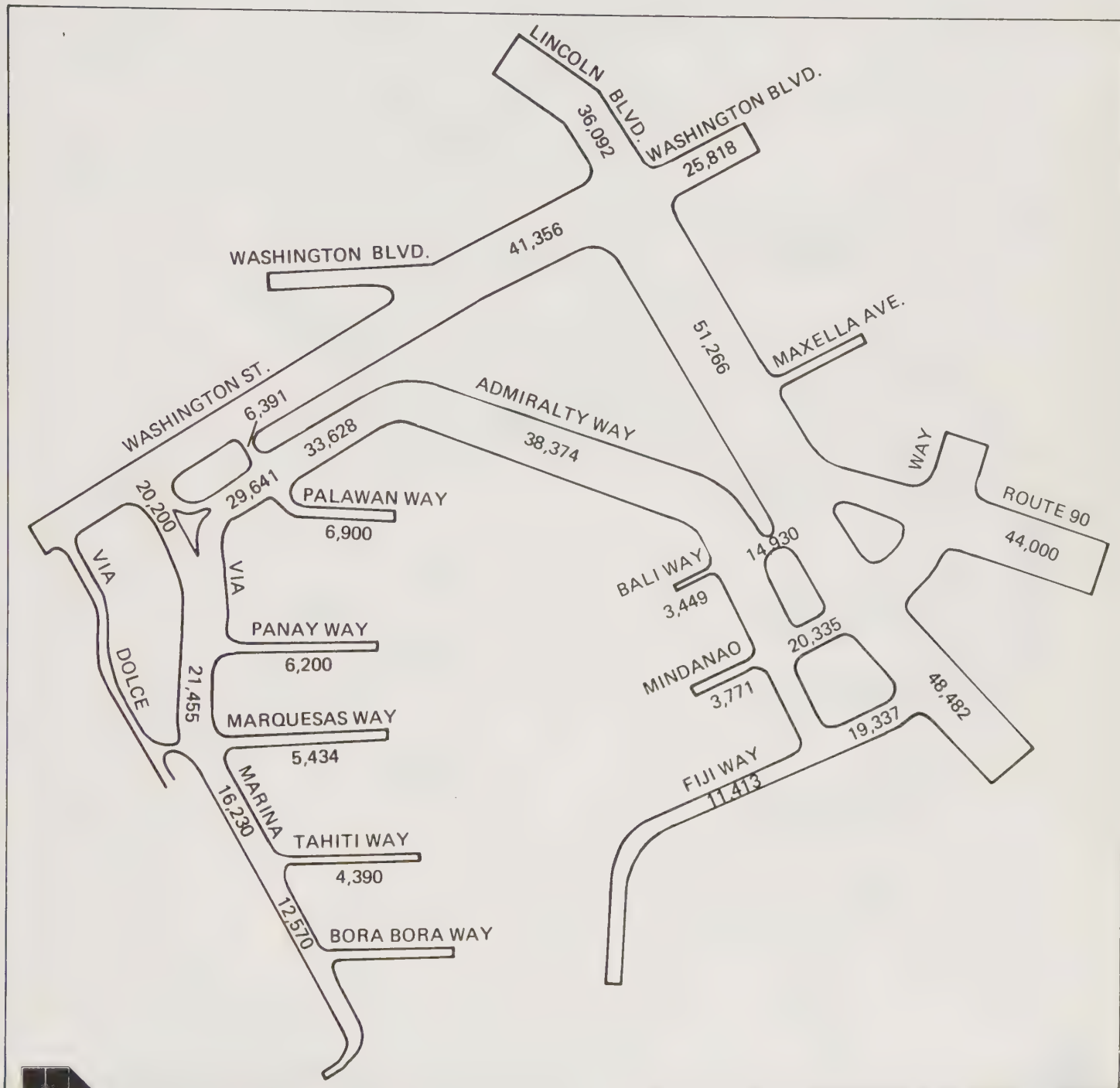
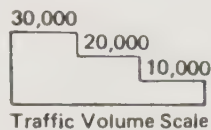
Figure 10, page II-136, summarizes peak hour "Levels of Service" (LOS) for critical Admiralty Way and Lincoln Blvd. intersections. The most intense traffic occurs normally during the 5:00 - 6:00 p.m. period. See Figure 11, page II-137, for more detailed volume/capacity relationships at internal Marina intersections. Weekend LOS tend to be slightly higher (more congestion) than those of weekdays, due to recreation traffic making left turns at certain locations.

*See Maps 33 and 34 on pages II-133 and II-134 for Marina Traffic volumes.

map 33

1981 WEEKDAY TRAFFIC VOLUMES
(Average Daily Traffic) — MARINA AREA

SOURCE: Marina del Rey Traffic Study - Gruen and Assoc.



map 34

1981 WEEKEND TRAFFIC VOLUMES
(Average Daily Traffic) — MARINA AREA

SOURCE: Marina del Rey Traffic Study - Gruen and Assoc.

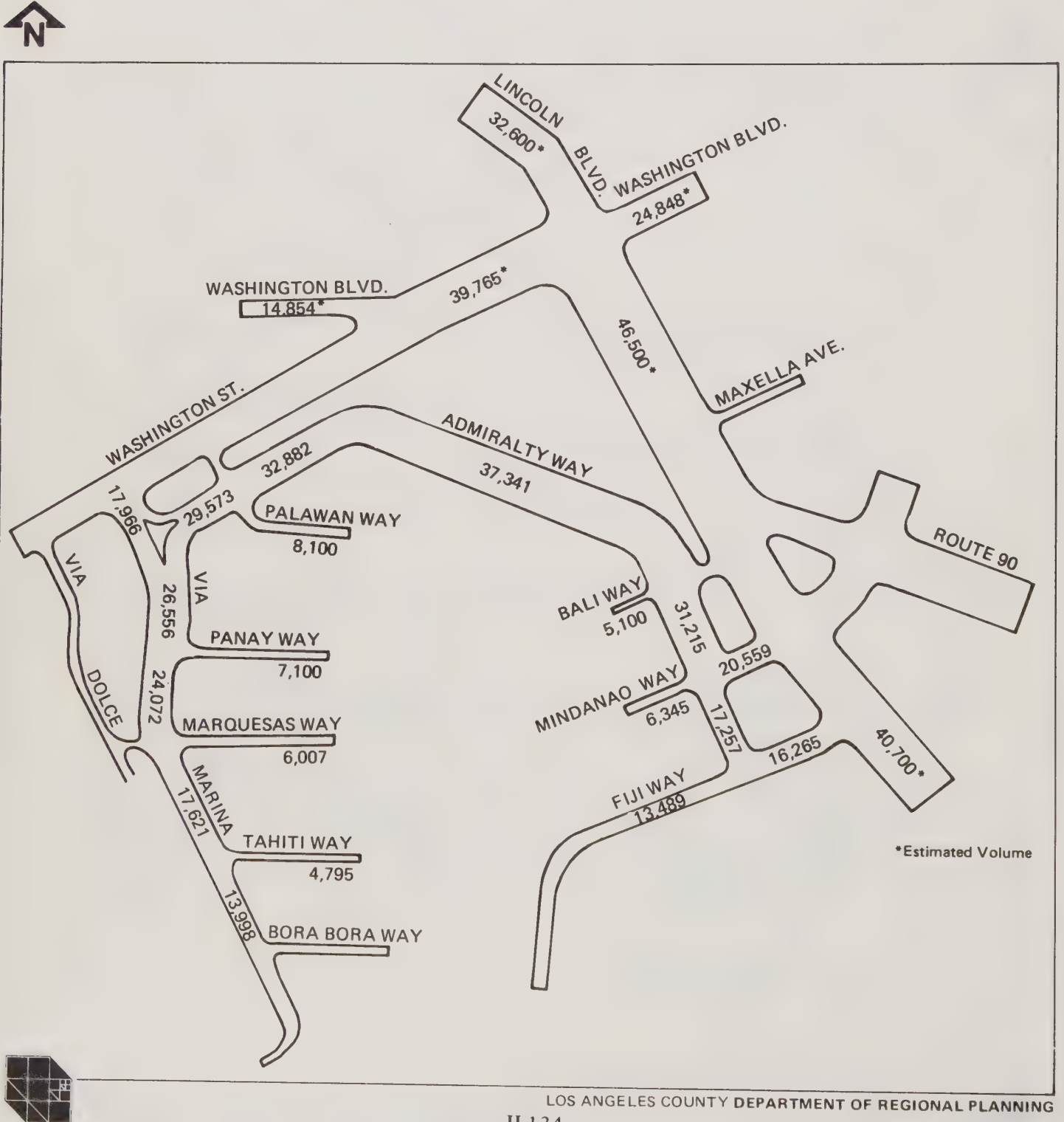
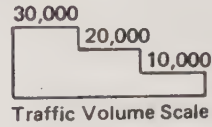


FIGURE 9

INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Interpretation	Volume/Capacity Ratio
A, B	Uncongested operation; all vehicles clear in a single cycle.	0.00 - 0.70
C	Light congestion; occasional backups on critical approaches	0.71 - 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long standing lines formed.	0.81 - 0.90
E	Significant congestion with some long standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	Forced flow operation at low speed where volumes are below capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion. In the extreme, both speed and volume can drop to zero.	Greater Than 1.00

*Source: Highway Research Board, *Highway Capacity Manual, Special Report 87*, 1965.

FIGURE 10

WEEKDAY LEVEL OF TRAFFIC SERVICE SUMMARY (Peak Hour)

Along Admiralty Way and Lincoln Blvd.

Location	Volume/Capacity	Level of Service
Admiralty at Fiji	0.41	A
Admiralty at Mindanao	0.78	C
Admiralty at Bali	0.63	B
Admiralty at Palawan	0.77	C
Admiralty at Via Marina	0.61	B
Lincoln at Fiji	0.81	D
Lincoln at Mindanao	0.82	D
Lincoln at Bali	0.69	B
Lincoln at Route 90	0.81	D
Lincoln at Washington	1.00	F

The most severe congestion (LOS "F") is encountered at the intersection of Lincoln Blvd. and Washington Blvd. The Lincoln intersections with Fiji Way, Mindanao Way and Route 90 typically exhibit congestion (LOS "D") during peak hours but remain functional. The other intersections have significant reserve capacity.

FIGURE 11

**1981 VOLUME/CAPACITY RELATIONSHIPS
EVENING PEAK HOUR**

Intersections	Movement	Capacity	Weekend		Weekday	
			Volume (Vph)	V/C Ratio	Volume (Vph)	V/C Ratio
Admiralty at Fiji	SB Rt.	1600	453	0.28	199	0.13
	SB Lt.	3200	424	0.14*	521	0.17*
	EB thru	3200	232	0.08	234	0.08
	EB Lt.	1600	227	0.15*	127	0.08*
	WB thru	3200	231	0.08*	165	0.06*
	WB Rt.	1600	286	0.18	607	0.38
	Yellow			0.10*		0.10*
	Total ICU			0.47		0.41
	Level of service			A		A
Admiralty at Mindanao	NB	3200	705	0.22	887	0.28*
	NB Lt.	1600	424	0.27*	35	—
	SB	3200	657	0.21*	658	0.21
	SB Lt.	1600	68	—	250	0.16*
	EB	1600	173	0.11*	104	0.07*
	EB Lt.	1600	85	—	41	—
	WB Rt.	1600	456	0.29	425	0.27
	WB thru	1600	198	0.13	56	0.04
	WB Lt.	1600	266	0.17*	273	0.17*
	Yellow			0.10*		0.10*
	Total ICU			0.86		0.78
	Level of service			D		C
Admiralty at Bali	NB	3200	1249	0.39*	1134	0.36*
	NB Lt.	1600	111	—	58	—
	SB	3200	959	0.30	864	0.27
	SB Lt.	1600	190	0.12*	144	0.09*
	EB	1600	115	0.07	124	0.08*
	EB Lt.	1600	59	—	46	—
	WB Rt.	3200	348	0.22	395	0.13
	WB thru	1600	123	0.08*	47	0.03
	WB Lt.	1600	83	—	52	—
	Yellow			0.10*		0.10*
	Total ICU			0.69		0.63
	Level of service			B		B
Admiralty at Palawan	NB	1600	352	0.22*	159	0.10*
	NB Lt.	1600	191	0.12	44	—
	SB	1600	225	0.14	235	0.15
	SB Lt.	1600	136	0.09*	187	0.12*
	EB	3200	818	0.26*	1002	0.32
	EB Lt.	1600	144	0.09	49	—
	WB	3200	799	0.25	1422	0.45*
	WB Lt.	1600	196	0.13*	133	0.09
	Yellow			0.10*		0.10*
	Total ICU			0.80		0.77
	Level of service			C		C
Via Marina at Admiralty	NB	3200	435	0.14*	340	0.11*
	NB Rt.	1600	747	0.47	422	0.27
	SB	3200	416	0.13	459	0.15
	SB Lt.	1600	292	0.19*	349	0.22*
	WB Rt.	1600	324	0.21	550	0.35
	WB Lt.	3200	830	0.26*	548	0.18*
	Yellow			0.10*		0.10*
	Total ICU			0.69		0.61
	Level of service			B		B

*Indicates critical intersection movement values used in intersection capacity utilization (ICU) calculation.
Source: Gruen Associates, "Marina del Rey Traffic Study", 1982.

Levels of Traffic Service - Outside of the Existing Marina Area

Figure 12 and Map 35 summarize weekday evening peak-hour levels of service for roads outside the Marina portion of the LCP study area. Both Lincoln and Culver Blvds. experience severe congestion (LOS "F") during weekday peak hours. Lincoln Blvd. at Mindanao functions at LOS "D" and has a unused capacity of 19%. Future development occurring outside the Marina Area would be largely dependent on Lincoln's reserve capacity or capability to be widened. In addition, Culver and Jefferson Blvds. which have an unused capacity of 29% and 32%, respectively, provide important access to the north and east.

FIGURE 12

LEVELS OF SERVICE* WEEKDAY EVENING PEAK-HOUR

Areas Outside the Marina		
Location	Volume/Capacity	Level of Service
Lincoln at Mindanao Way	.81	D
Lincoln at 85th St.	1.00	F
Culver at Nicholson St.	1.00	F
Culver at Route 90	.73	C
Jefferson at Margaret	.68	B
Centinela at Mesmer Ave.	.80	C

Existing Parking Conditions

Marina del Rey, while primarily devoted to boating interests, provides a variety of activities, including nearly 5,800 residential units, that attract people from all over Los Angeles County. Combined, these activities attract a large volume of traffic and result in the accompanying need for parking.

Parking facilities in the area, in general, provide sufficient capacity to serve the area, although special events and peak demands at restaurants and clubs sometimes create parking overloads. Public parking facilities located near visitor areas such as the Marina Beach fill up very quickly during summer weekends with the overflow parking demand handled at more remote lots in the Marina.

Public Parking

The public lots are located conveniently close to major visitor attractions, including the jetty, public beach, Burton Chace Park, Fisherman's Village and the bike path (Figure 13, following page). A low user fee of 50 cents is charged for the public lots. This fee is intended to prevent abuse and provide for their maintenance; and it is substantially below fees charged for parking at County parks and beaches.

Leasehold Parking

All leaseholds are required to provide parking on-site for their approved uses. Specific user parking requirements are intended to supply sufficient parking so that there will not be spill-over into public lots by the particular leasehold user group. However, in some areas apartments and boat slips are assigned and compete for a common pool of parking.

Special Event Parking

The most severe parking demand occurs on special event days, the most notable of which is the Christmas boat parade. Boat shows, concerts in the park and the July 4th Fireworks also draw major crowds. On these occasions, staff of the Department of Beaches and Harbors (DBH) post "lot full" signs and direct traffic to other lots. A few specially designed overflow lots are pressed into service for these occasions.

*Source: Barton-Aschman, *Traffic/Circulation Overview*, May 1981.

FIGURE 13
COUNTY OWNED PUBLIC PARKING LOTS¹

Lot	Parcel	Address	Capacity	Remarks
1	W	13737 Fiji Way	419	Fisherman's Village
2	49R	13477 Fiji Way	261	Launch Ramp
4	49M	13500 Mindanao Way	141	Overflow - Chace Park Marina Shopping Center
5	UR	4545 Admiralty Way	254	Overflow - MdR Hotel, Other
6	SS	4500 Admiralty Way	115	Admiralty Park - Turf
7	Q	4350 Admiralty Way	125	Admiralty Park - Paved
8	OT	4220 Admiralty Way	186 ²	Overflow - Beach, Int'l. Hotel, Other
9	N	14101 Palawan Way	189	Beach, Overflow
0	IR	4101 Admiralty Way	211	Beach
11	GR	14101 Panay Way	265	Beach, Overflow
12	FF	14151 Marquesas Way	207	Overflow
13	3S	4601 Via Marina	134	Channel Vista, Overflow
14	A	4601 Via Marina	57 ³	Channel Vista
15	LL	4001 Via Marina	10 ²	Marina Directory
16	EE	13650 Mindanao Way	62 ³	Chace Park
17	83	13399 Fiji Way	13 ²	Marina Directory
	52R	13051 Fiji Way	150	Temporary Parking
TOTAL			2,799	

¹ .50 cents or token for 24-hour parking.

² No charge; lessee pays permit fee.

³ Metered.

Future Traffic Conditions in Marina del Rey

Development possibilities are extensive in and around Marina del Rey; however, the capacity of the circulation system is the predominate factor which will determine what levels are appropriate to maintain generally congestion-free travel for residents and visitors, alike. In order to assess the impacts of land use intensifications or changes on the circulation system, it is necessary to inventory the extent of these changes by focusing (1) on the existing Marina del Rey area and (2) on the Marina expansion area, Ballona region and other properties in the vicinity.

Marina-General

As stated in the Design Principles Chapter,* a two-level development phasing program will be employed to principally assure that the circulation capacity is not exceeded and that users of the system pay for its improvements as appropriate. A phasing program also allows circulation system monitoring to be conducted in an orderly manner.

*Page II-75 et seq. of the LCP Design Principles Chapter describes land use aspects of such a phasing development system.

Phase I consists of three hotel development proposals - the Marina Beach Hotel, the Marina Plaza Hotel and the Marina City Hotel. The first two development proposals have received Coastal Commission approval, while the third has received local governmental approval. According to the Gruen Associates *Marina del Rey Traffic Study (1982)* sufficient remaining capacity within the Marina exists to accommodate these three developments which will generate about 636 gross peak hour trips. Figure 14, following, indicates the location and intensity of the planned new hotels.

FIGURE 14

MARINA DEL REY — PLANNED PHASE I DEVELOPMENT

Marina Plaza Hotel	Via Marina at Tahiti Way	300 rooms
Marina Beach Hotel	Admiralty Way at Via Marina	300 rooms
Marina City Hotel	Admiralty Way at Palawan Way	498 rooms*

Based on an average generation rate of 10.5 daily vehicle trips per hotel room, these proposed developments, when in use, will generate an estimated 9,534 vehicle trips per day. This figure amounts to approximately 11 percent of the current total daily traffic in Marina del Rey, and 7.7 percent of the p.m. peak hour Marina trips.**

Marina streets have sufficient capacity to accommodate additional peak hour hotel traffic of the magnitude described above. Along Admiralty Way, existing traffic capacity reserves of over 15 percent are estimated to be available during the weekday afternoon peak hour at the most heavily loaded intersections, based on Level of Service "D". Along Lincoln Boulevard, peak hour traffic capacity reserves of approximately 10 percent based on Level of Service "D" were found by Linscott, Law & Greenspan, Inc. in 1980 at Fiji Way, Mindanao Way and Route 90***.

Even though planned Phase I development permits have previously been issued and were conditioned only to provide adequate parking and street improvements across the specific properties involved, general transportation system and parking management steps can be taken to improve conditions as the result of specific increases in Marina traffic.

Existing Marina Phase II

Priority development proposed in Phase II will consist of visitor-serving recreational uses, principally connected with the expansion and recycling of hotels, restaurants, boat slips and marine commercial uses. Other new development may consist of a mix of uses including lower priority residential and office uses.

*190 of these units will be converted from existing dwelling units and, thusly, will generate no additional traffic.

**Source: Gruen Associates, *Marina del Rey Traffic Study, 1982*; Minor corrections in existing figures supplied by Beaches and Harbors Department.

FIGURE 15
MARINA DEL REY PHASE II DEVELOPMENT POSSIBILITIES

Phase II

Project	Location	Use	Size
Hotel rooms	Parcels 10R, 15U, 22R, 27R, 42, 95S, 97R/140T, 132R, 145R	Visitor-serving accommodations	743 rooms
Restaurants	Parcels 33R, 130, 131S, 133S	Visitor-serving dining	462+ add'l.
Boat slips	Parcels 7, 12R, 18R, 30R, 42, 47T, 55, 64T, 125R, 132R	Marine-recreation	20± acres
Marine comm'l.	Parcels 20, 21, 41, 44T, 47T, 53, 54, 77W	Boating-related supplies and services	Varies
Commercial Retail	Parcels 83S	Neighborhood-serving goods and services	14,000 sq. ft.
Medium Density Residential	Parcels 7, 10R, 12R, 15U, 18R, 111T	Residential	1,500 units
Medium-High Density Residential	Parcel 112T	Residential	
High Density Residential	Parcels 64T, 97R/140T, 100S, 101S, 102S, 103T, 113R, 125R	Residential	
Office and/or Visitor-Serving	Parcel 95S, 97R/140T	Office, hotels, related-commercial	200,000 sq. ft.

It is expected that existing circulation system capacity will accommodate the initial levels of traffic demand with the addition of certain circulation system efficiency measures (TSM).

However, most of the additional trips generated by the Phase II uses would increase congestion in the Marina to unacceptable levels exceeding the capacity of the circulation system - especially along Admiralty.

Peak hour traffic will further congest critical Admiralty Way intersections as motorists attempt to reach north/south destinations via Lincoln or via Route 90 and the 405 Freeway.

Gruen (1982) concluded that improvement of four key intersections with Admiralty Way - Mindanao, Bali, Palawan and Via Marina - would provide sufficient additional circulation capacity to accommodate up to 1,250 gross peak hour trips attracted/generated by proposed development. Another 1,150 peak hour trips could be accommodated by construction of the Marina Bypass.

The Marina Bypass is considered to be the single most important traffic access/circulation improvement in response to development in the Marina. It would result in significant improvements in congestion at the Lincoln Blvd./Washington St. intersection and would eliminate present short cutting on Admiralty Way and through the Mar Vista residential area. It should extend from the intersection of route 90 and Lincoln Blvd. to Washington St. It should be designed as a four-lane roadway to local street standards. It should be posted at 40 m.p.h. speed limit and trucks should be prohibited. Landscaping and a noise attenuation wall should be placed on the north side of the street to minimize visual and noise intrusions into the adjacent residential area.

Existing Marina Area Summary

In addition to the Phase I major hotel developments likely to occur in the existing Marina, significant new growth and intensifications of existing land uses will result from the Phase II development.

The following Figures 16 and 17 summarize possible future development and traffic increases in connection with the existing Marina del Rey area.

FIGURE 16

SUMMARY OF NEW DEVELOPMENT POSSIBILITIES MARINA AREA*

Hotels	1,800+ rooms
Restaurant seats	462+
Boat slips	20+ acres (not including new Area "A" basin)
Commercial	14,000 sq. ft.
Marine Commercial	varies
Residential	1,500+
Office	200,000 sq. ft.

FIGURE 17

TOTAL DAILY TRAFFIC INCREASE

	Existing Vehicle Trips Generated In Marina del Rey	Future Vehicle Trips Originating In Marina del Rey	Increase and Percentage
Daily Traffic	72,000 vehicle trips	103,000 vehicle trips	31,000 (43%) vehicle trips

The 103,000 daily vehicle trips increase shown above represents the capacity of the Marina circulation system and would be allocated to the basic links in the LCP study area - Culver Blvd., Jefferson Blvd., Lincoln Blvd., Admiralty Way, the Marina Bypass and Washington Blvd. Impacts on Admiralty would be critical because of its importance to the Marina. Some capacity reserves, critical intersection improvements on Admiralty and the Bypass are important mitigation measures to assure maintenance of a quality circulation system in the Marina.

The following summary of development anticipated in areas peripheral to the LCP zone is included for informational purposes inasmuch as this development will have a significant impact on LCP area traffic even though these areas are beyond the jurisdiction of the County and the scope of its Local Coastal Plan. These developments include Los Angeles International Airport Northside where the City of Los Angeles intends to permit development of 4 million square feet in industrial parks, a golf course, airport-related light industry, restaurants, retail commercial and hotels. Also, the City has approved development of the Spicer property, located at the intersection of the 405 Freeway, Sepulveda and Centinela Blvds. with 2.8 million square feet of office space and a 600 room hotel. On the vacant property east of Lincoln and south of Ballona Creek, 3,200 dwelling units, 600 hotel rooms, 3 million square feet of office space and 400,000 square feet of commercial uses are anticipated. Finally, other anticipated westside developments will be occurring in Culver City where 3.6 million square feet of office, commercial and light industrial space is to be created along with approximately 600 hotel rooms.

*Development intensities herein cited represent maximums. Complete buildout is not feasible as it would likely generate more than 2,400 peak hour trips (the maximum permitted given anticipated circulation capacity via proposed improvements). Thus, as outlined in the Design Principles For New Development Chapter, new development will proceed on a first-come, first-served basis until the peak hour trip threshold is reached.

Future Traffic Conditions in Areas A, B and C

Possible development for the property southeast of the Marina del Rey could be extensive within the next 10 years, as shown on Figure 18.

FIGURE 18

DEVELOPMENT POTENTIAL IN AREAS A, B AND C

Area A Development

Hotels	1,800 rooms
Boat Slips	26 acres
Commercial	200,000 sq. ft.
Residential	1,226 dwelling units

Area B Development

Residential	2,333 dwelling units
Commercial	70,000 sq. ft.

Area C Development

Residential	2,032 dwelling units
Office	900,000 sq. ft.
Commercial	150,000 sq. ft.

In reviewing development proposals for Areas A, B and C significant traffic increases are apparent. For example, proposed developments would generate 133,600 vehicle trips daily, or approximately twice the existing level of Marina traffic.

Culver Blvd. and Lincoln Blvd. will be most heavily used for access and egress to the complex which comprises about 530 acres in the LCP area. Approximately 21 percent of the traffic was projected to utilize eastbound Culver Blvd. to the Marina Freeway and east on Culver Blvd. Eighteen percent of the external trips would utilize Lincoln Blvd., north of the site. Thus, it is clear that potential future development in the immediate Marina del Rey region, especially when combined with off-site development, could severely overload the existing major street and highway system in the area making major traffic access and circulation improvements essential. Preliminary Barton-Aschman Associates estimates of evening peak hour traffic volumes on certain key links indicates that Admiralty Way would experience a projected traffic growth of 35 percent to 42 percent; traffic on Lincoln Blvd. south of Mindanao Way would increase by 26 to 32 percent; and, Culver Blvd. west of Route 90 would experience an estimated increase in traffic of 180 to 216 percent. Severe congestion would be created by this level of traffic overloading Lincoln Blvd., Culver Blvd., Jefferson Blvd. and Centinela Ave.

While development will increase traffic volumes in the vicinity of the project, the planned roadway improvements detailed in the policies and actions section to follow will greatly mitigate traffic congestion by increasing overall capacity of the area's roadway system, as well as providing new corridors for vehicles to travel. Specifically, the extension of Falmouth Ave. and Bay St. to Culver Blvd. opens new north-south travel routes which will alleviate potential congestion along area north-south corridors. The widening and realignment of Hughes Way (Teale St.) offers an alternate east-west route. The roadway improvements also allow easier access to area Freeways offering relief to the circulation network (i.e., Lincoln/Culver interchange).

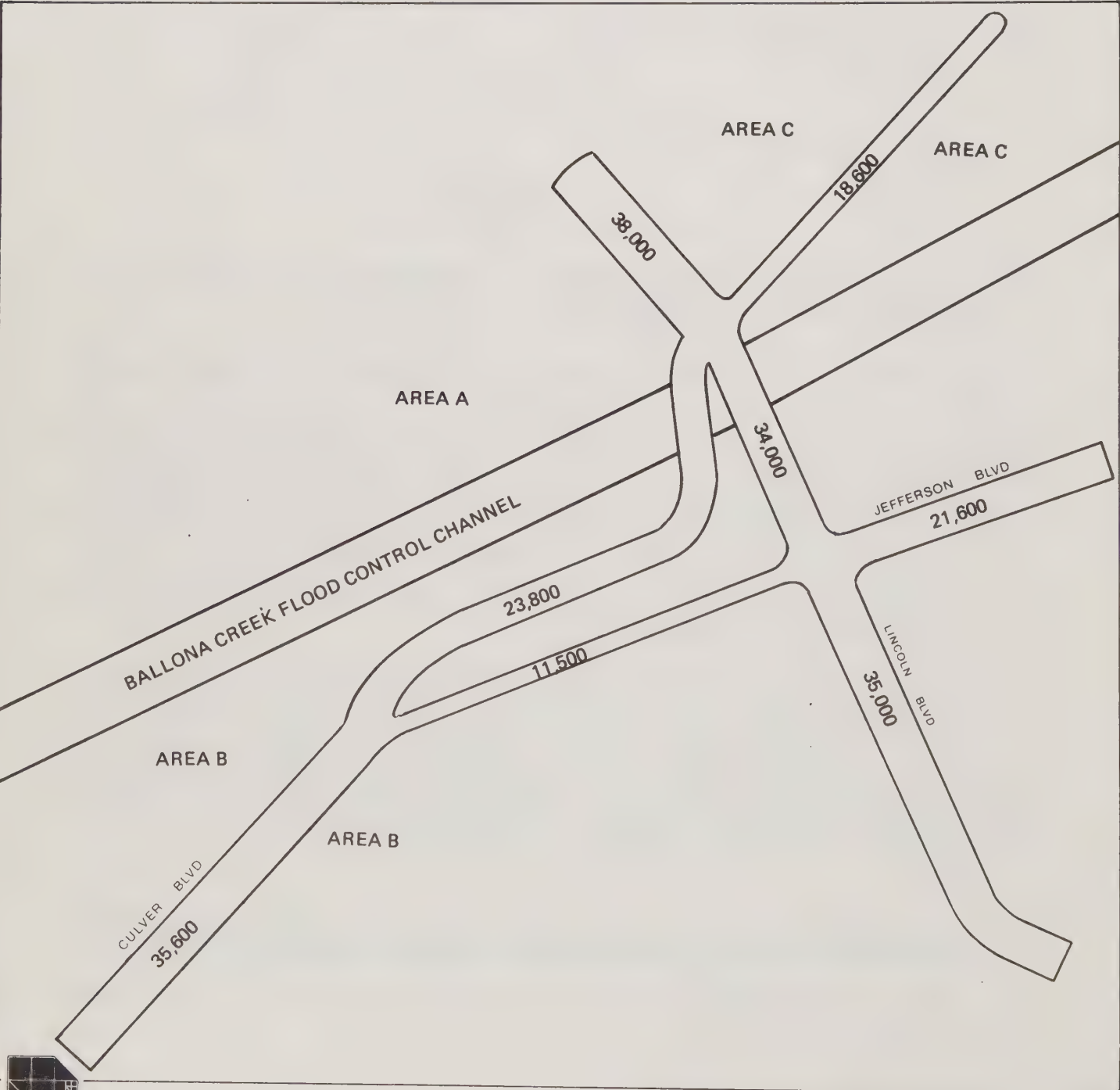
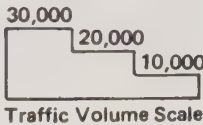
d. Findings

- Lincoln Blvd., the only major north-south arterial west of the San Diego Freeway, experiences heavy peak period congestion at many intersections in the LCP area.
- Spill-over or bypass traffic from Lincoln Blvd. compounds congestion within the Marina especially on Admiralty Way.

map 35

1981 TRAFFIC VOLUMES* — AREAS A, B & C

NOTE:
Volumes for Jefferson Blvd. & Culver Blvd. represent total volume on selected weekend days (Source: L.A. County Road Dept. - Traffic Volumes 1981)
Volumes for Lincoln Blvd. represent total annual volume divided by 365 days (Source: Caltrans - 1981 Traffic on California State Highways)



- A Marina Bypass between Lincoln Blvd. and Washington St. would improve traffic flow in the LCP area.
- As a recreational/residential center, Marina del Rey contributes both an origin and destination for vehicle trips.
- Development in Phase II of the Marina requires improvement of intersections, lane widening along Admiralty, Mindanao, Bali and Palawan Ways, and construction of the Marina Bypass.
- Development in Areas A, B and C of the Marina/Ballona LCP poses concerns of possible traffic increases but also presents opportunities for improved highway capacity within the reach of this development.
- Major improvements identified on Map 36, page II-147, will be required to accommodate development in Areas A, B and C.
- A series of public parking lots are conveniently located throughout the Marina to provide access to key visitor attractions.
- High design standards for parking facilities enhance the overall appearance of the Marina.
- Parking is available on most occasions providing one is willing to walk a short distance.
- Major parking problems are associated with special event days when specific traffic management measures are put into effect.
- Time-shared parking, peripheral parking and shuttle services linked to public transit provide the most promise for accommodating additional demand.
- Adherence to required parking standards will be necessary to maintain adequate parking in the Marina and elsewhere in the LCP area.
- Right-of-way should be reserved for a future transit way connecting the Marina with the Los Angeles International Airport area. Such a system could prove beneficial to the circulation network.
- Development proposed in this Plan will require extensive mitigation which is detailed in the following policies and actions section.

e. **Policies and Actions**

To carry out access improvements as required in the Local Coastal Program, the following improvements will be provided in the circulation system in connection with development allowed under the LCP.

Marina General Policies

1. Study and implement, from a Coastal Transportation Fund, a program of Transportation System Management (TSM) to make the present circulation system more efficient and to fully mitigate traffic impacts.
2. Implement, using Coastal Transportation Fund revenues, an internal Marina del Rey shuttle transit system operating on short headways to minimize the need to use autos for trips and to fully mitigate traffic impacts. The transit system should be designed to serve residents, employees and visitors. Such a service shall be linked to regularly scheduled bus service, and tied to peripheral parking sites. Initial emphasis should be placed on visitor-serving transit service, due to the more limited facilities for visitor parking and the greater potential for visitor use of transit during weekend and seasonal peak periods.

3. Develop a separate bikeway south of Fiji Way to reduce bicycle/auto/pedestrian conflicts resulting from existing bikeway traffic mixed with street traffic along Fiji Way. Encourage the use of bicycles throughout the Marina as an alternative to use of the automobile.
4. Provide conveniently located public parking with adequate locational signs and publicity.
5. Integrate parking into the overall design of facilities and landscape to soften its visual appearance. New parking should be below grade or in multi-story structures or should be attractively designed and buffered with landscaping, berms or other screening materials.
6. Encourage the concept of multi-use/time-shared parking for different user groups, such as commercial users during the weekday and recreational users during the weekend and evenings.
7. Require adequate parking in new residential development to accommodate both residents and guests. Standards are to be based on size and number of units with extra spaces provided for guest parking.
8. Use of peripheral parking facilities with a convenient shuttle to key Marina points of interest should be instituted when the need is justified.
9. Allow up to 40% of parking spaces to be allotted for compact cars.
10. Create one or more park-and-ride lots for use by the commuter express bus service which is now established to Downtown Los Angeles.

Existing Marina Area Phase II

11. Widen Mindanao Way between Lincoln Boulevard and Admiralty Way to provide dual right turn lanes on Mindanao Way westbound approaching Admiralty Way to accommodate the dominant weekday p.m. peak traffic movement. This improvement will require special attention to potential pedestrian crossing conflicts with the dual right turn operation.
12. Investigate special signal phasing to accommodate very heavy weekend left turn movements from southbound Admiralty Way to Mindanao Way.
13. Widen Bali Way to provide an additional right turn lane on Bali Way eastbound approaching Admiralty Way to accommodate the dominant weekday p.m. peak hour traffic movement. Restripe the remaining lanes to provide one through lane and one left turn lane westbound.
14. Widen Palawan Way to provide a separate left turn lane to westbound Washington St.
15. Widen Palawan Way to provide additional approach lanes to east/west bound Admiralty Way.
16. Widen Admiralty Way to provide an additional lane westbound approaching Via Marina.
17. Construct the Marina Bypass. Significant improvements to the flow and capacity of the area's circulation could be achieved by constructing a street connection between Lincoln Blvd. and Washington St.
18. Utilize extensive landscaping, berm and/or noise attenuation walls to minimize visual and noise intrusions from the street to the adjacent residential areas.

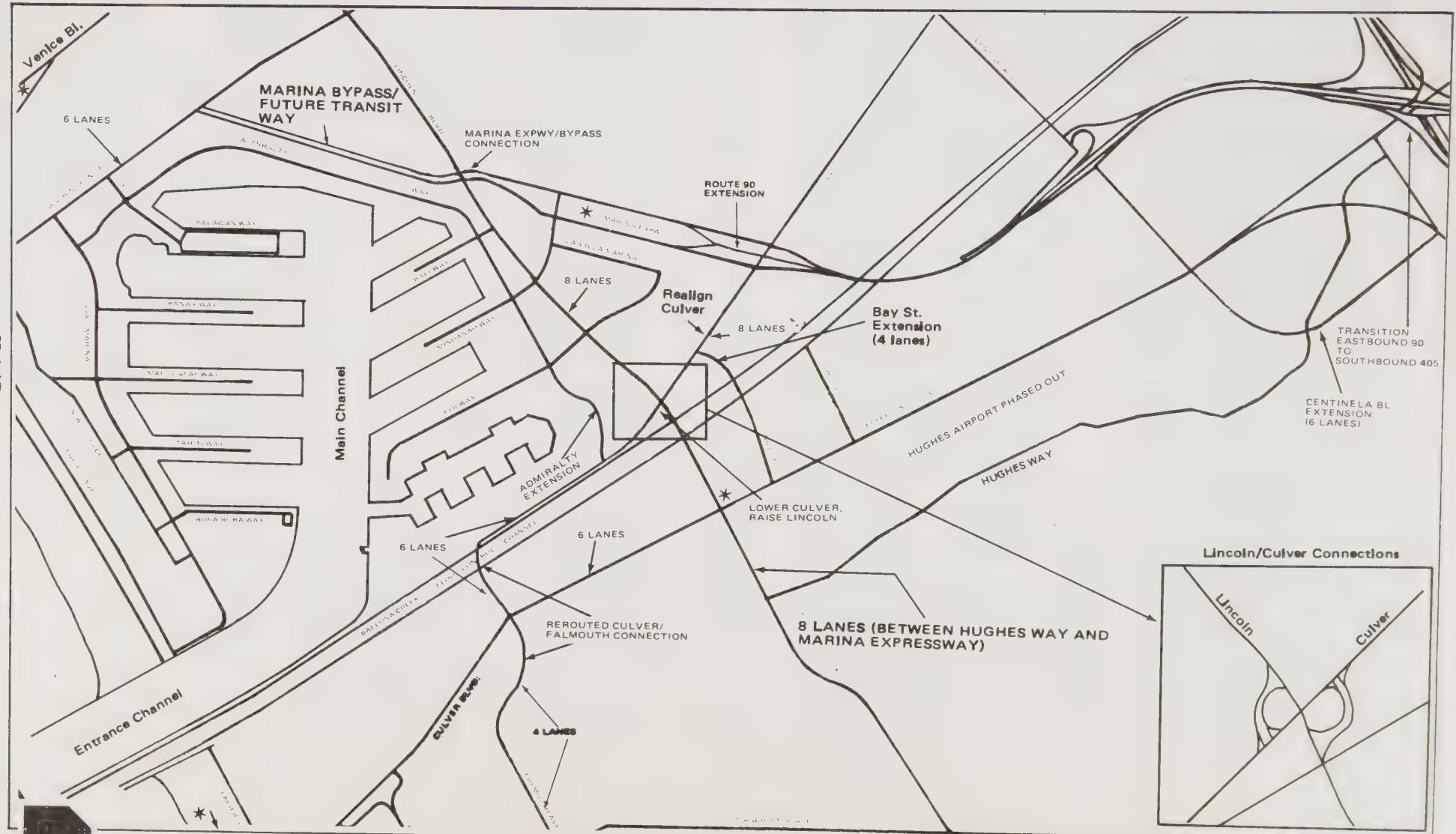
map 36

CIRCULATION IMPROVEMENT PLAN

*Potential Park and Ride/
Shuttle Connection Lots



II-147



Areas A, B and C

19. Realign and extend Culver Blvd. as a six-lane divided road. The County Road Department has proposed that the sharp "S" curve on Culver just west of Lincoln be eliminated and a new bridge be constructed across Ballona Creek (west of the existing bridge). Jefferson would then intersect Culver at a right angle. Six lanes will be provided between the Culver-Lincoln Blvd. interchange and Jefferson Blvd. with eight lanes from Lincoln to Route 90. At the suggestion of the Natural History Museum, water flow under Culver Blvd. will be increased by additional culverts in order to improve the natural functioning of the wetlands.
20. Design and construct new roads in an environmentally sensitive manner which recognizes the preservation of the Ballona Wetlands and other significant habitat areas.
21. Extend Admiralty Way on a curved alignment to the new Culver Boulevard when the Area A basin is developed.
22. Extend Falmouth Avenue as a four-lane secondary highway to join Culver and intersect Jefferson Blvd. This extension shall be elevated on pilings to insure maximum movement of water and organisms (including mammals and avian species) and clearance to permit periodic maintenance to remove debris, silt, etc., while maintaining water flow. The specific design standards necessary to meet these objectives will be set forth in the Local Implementation Plan.
23. At the Culver-Lincoln Blvd. interchange, Culver will be lowered to an at-grade level with Lincoln bridged over it; and, the following ramps shall be provided:
 - a. A loop ramp in the southeast quadrant accommodating eastbound Culver Blvd.-to-northbound Lincoln Blvd. flow.
 - b. A straight ramp in the southeast quadrant accommodating northbound Lincoln-to-eastbound Culver Blvd. flow.
 - c. A loop ramp in the northwest quadrant accommodating westbound Culver-to-southbound Lincoln Blvd. flow.
 - d. A straight ramp in the northwest quadrant accommodating southbound Lincoln-to-westbound Culver Blvd. flow.
24. Widen Lincoln Blvd. to provide an eight-lane facility between Hughes Way and Route 90.
25. Jefferson Blvd. will be developed as a basic six-lane facility, with an additional eastbound lane between Lincoln Blvd. and Centinela Ave.
26. Reserve right-of-way for a transit way linkage in the Lincoln Blvd. corridor.
27. Extend the Marina Freeway just west of Culver Blvd. with a grade separated interchange at their intersection.
28. Extend Bay St. north of Ballona Channel as a basic four-lane facility constructing a bridge across the channel.
29. During at least the evening peak hours, on-street parking will be prohibited on the south side of Jefferson Blvd. east of Centinela to Mesmer Ave. to provide a third eastbound travel lane.

a. Coastal Act Policies

30254. *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division . . . Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of public services and basic industries vital to the economic health of the region, state, or nation, public recreation commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

b. Issues Identified

- Assessment of sewerage and water systems.

c. Research Analysis**— Adequacy of Sewer System in the Marina Area**

The existing sanitary sewer system for the Marina consists of 8-, 10-, 12- and 15- inch lines extending around Via Marina, Admiralty Way and Fiji Way. From this perimeter, 8-inch lines reach into each of the moles to collect sewage from the parcels located there. A pump station with a capacity of 970 gallons per minute is located near the intersection of Bali Way and Admiralty Way to serve the eastern portion of the Marina. The system discharges to the City of Los Angeles system through metering stations at Washington Street near Palawan and at 39th Street near Pacific, site of the Venice Pump Station. Parcels 95 and 97 connect directly to the city system.

Within the city's network, the sewage becomes part of the Coastal Interceptor Sewer (CIS) System, which runs from the city's northwest boundary to the Hyperion Treatment Plant (HTP) near Imperial Highway.

The Marina area holds contractual flow rights, purchased from the City, for use of the pipe and pumping system, as well as treatment at Hyperion. Payment for these rights is based on the proportionate share of capital costs and annual costs for the system used, based on the relation of its contractual capacity to the design capacity of the system. Current contracts cover a peak flow capacity of 9.00 cfs (cubic feet per second). The actual rate used in fiscal year 1978-79 was 4.847 cfs. Adequate sewer capacity exists for completion of development indicated in this Coastal Plan.

Maintenance of the sanitary sewers within the Marina is handled by the Department of the County Engineer-Facilities, Sanitation Division. Apart from conventional maintenance, this system has had the problem of seawater infiltration, which results in corrosion and capacity losses. A recent sealing program substantially reduced infiltration, but additional sealing will be necessary in the future. In addition, sections of the Marina along Admiralty Way have experienced odor problems from the sewer system. This resulted from low flow velocities due to flat grades, high sewage strength, and warm temperatures. Continuing and successful remedies include cleaning certain sewers every two months, pumping hydrogen peroxide into the system, and maintaining deodorant blocks in affected manholes.




— Adequacy of Water System in the Marina Area

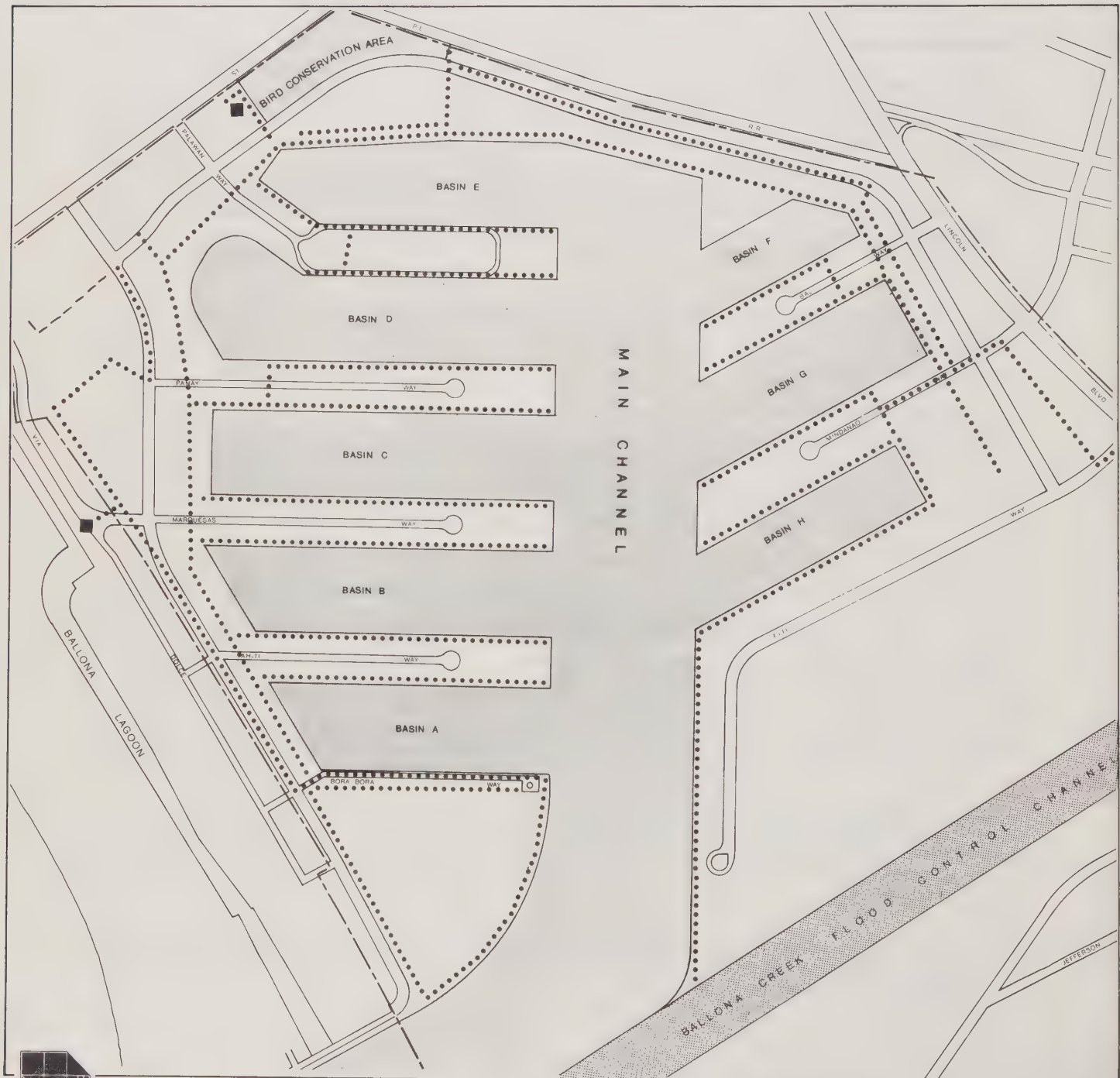
The Marina purchases its water from the Los Angeles County Waterworks District No. 29, which is the purveyor for the Metropolitan Water District of Southern California. The Department of Beaches and Harbors sets the water rate schedule for the Marina.

Water enters the system via a 14" service line on Washington Street near Palawan Way. Water mains along perimeter roads connect to lines for each mole, as well as a pipeline crossing under the channel between Parcels 62 and 113.

map 37

SEWER SYSTEM – MARINA AREA

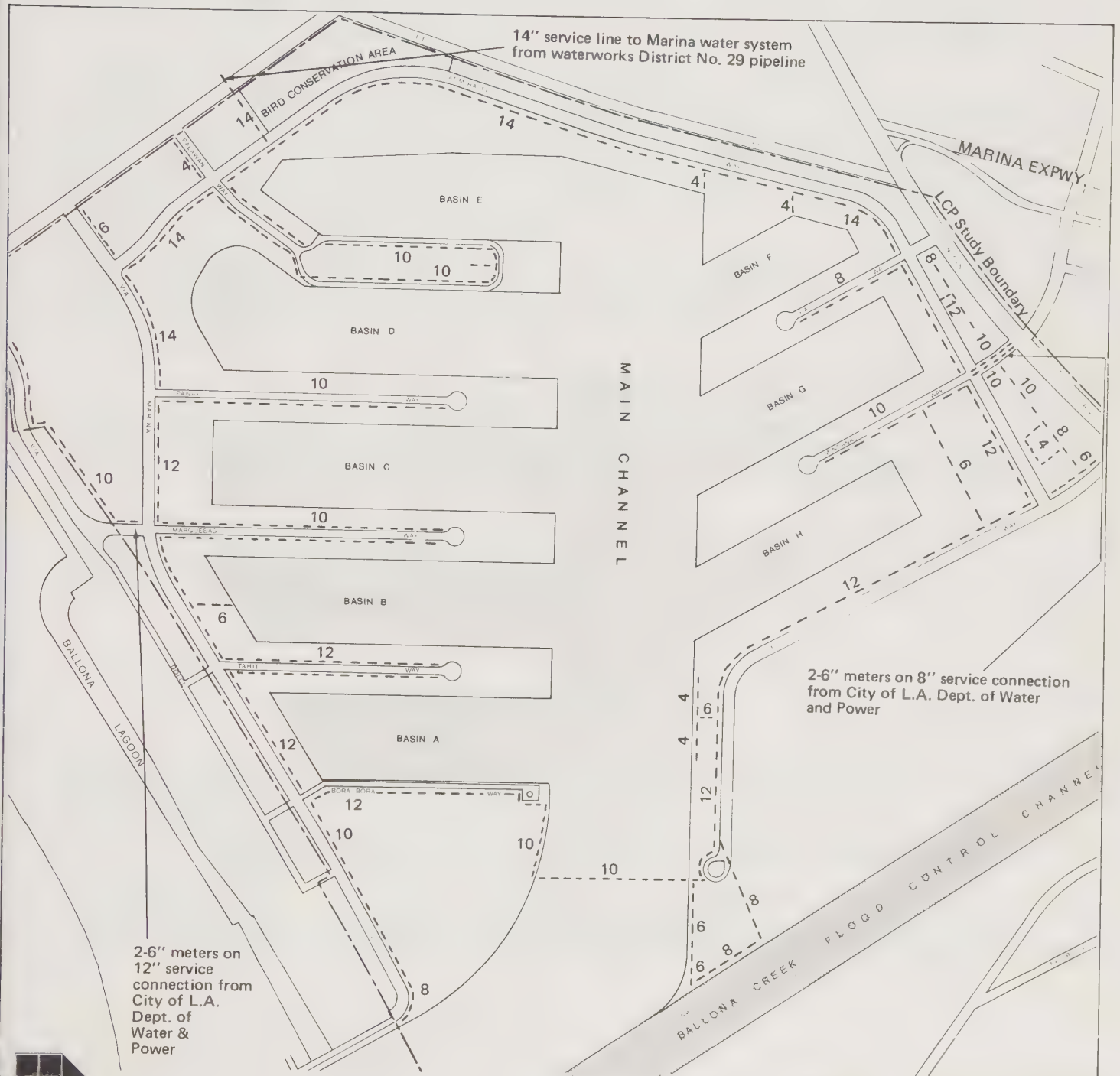
-  Sanitary Sewer
-  Private Sewer
-  Metering Structure



map 38

WATER SYSTEM – MARINA AREA

Water Pipe (number indicates pipe thickness in inches)



Emergency service comes from the City of Los Angeles water system. Connections for this purpose are located at Marquesas and Via Dolce and at Mindanao Way and Lincoln Boulevard.

Since water supplies for the Marina are better than adequate, water service for development indicated in this plan is considered sufficient.

— **Adequacy of Sewer System in Areas A, B and C**

At present, no sewer lines serve Areas A, B or C of the Marina del Rey/Ballona LCP area. However, two City of Los Angeles sewer lines run adjacent to the area. The North Outfall Sewer-La Cienega San Fernando Valley Relief Sewer, (NOS-LCSFVRS) Interceptor Sewer System runs along the southern periphery of Area B, thence southerly along the coast to the HTP.

As sewage flow in this system is currently near capacity (capacity in the portion of the NOS-LCSFVRS System passing by this area is 449 cfs), it is unlikely that the NOS-LCSFVRS System would serve any new development in areas A, B and C.

The other City sewer system running adjacent to Areas A, B and C is the CIS, originating in Pacific Palisades and extending to HTP. County sewer lines in the Marina empty into this line. Staff of the City of Los Angeles Department of Public Works, Engineering Bureau have indicated that it appears there exists sufficient unused capacity in this system to accommodate the various ranges of proposed development in Areas A, B and C. The design flow for the CIS is 95 cfs and the existing wet weather peak flow (1981-82) is 87 cfs. Therefore, the unused capacity is .8 cfs. The estimated additional sewage to be generated by Areas A, B and C is 4.5 cfs. In the event that the major portion of Areas B and C are annexed by the City of Los Angeles as anticipated, the City would then construct sewer lines in the area which may empty into the CIS. If annexation does not occur, the County may need to investigate different methods of sewer service. One possibility is the system currently operating in the Marina whereby County sewer lines (operated by the Los Angeles County Department of Engineer/Facilities, Sanitation Bureau) empty into the City system on a contractual basis.

— **Adequacy of Water System in Areas A, B and C**

While the Marina is supplied its water by the Los Angeles County Water Works District, no water service currently exists for Areas A, B and C. At present, the only organized uses in these areas are non-irrigated agriculture in the southeast portion of the Area B and little league baseball in the southern segment of Area C.

In the event that all or part of this land is annexed to the City of Los Angeles, the Department of Water and Power would likely provide the water supply for any new development in this area. This would be accomplished via improvement of laterals from City trunk lines to the service area. The City has indicated that capacity exists to service anticipated development in this area.

If major annexation does not occur, water could be secured from other local water purveyors by an arrangement similar to that currently operating in the Marina.

— **Other Public Works**

Electricity: Southern California Edison Company provides electricity for the Marina del Rey area. The present substation, located on Fiji Way, can handle a certain amount of additional load. If development generates demand beyond this existing unused capacity, a new substation would need to be constructed. In the event of annexation to the City of Los Angeles, the L.A. City Department of Water and Power would fulfill power needs for those areas.

Health Services: Public health services are provided to the Marina del Rey area by the L.A. County Department of Health Services (West District, 2509 Pico Blvd., Santa Monica). Two subcenters (4150 Overland Blvd., Culver City and 905 Venice Blvd., Venice) provide general health services and clinics.

Harbor General at 1124 West Carson Street in Torrance is the closest public hospital to the LCP area. Marina Mercy Hospital located at 4650 Lincoln Blvd. provides private medical services to the Marina area and other adjacent communities.

Police: Law enforcement in the Marina del Rey area is provided by the L.A. County Sheriff Department (Lennox Station, 4331 Lennox Blvd., Inglewood). Any substantial development would, of course, necessitate additional staff patrol cars in the area.

The Sheriff's Department also operates an office in the Administration Building on Fiji Way staffed by ten officers (two are parking control officers and five are undercover officers). This unit utilizes two radio cars provided by the Lennox Station.

A new facility, currently being constructed directly adjacent to the existing facility, is planned to include three holding cells, a full communications system and a computer system with national accessibility.

In the event of annexation to the City of Los Angeles, the L.A. Police Department would provide law enforcement services for areas annexed.

Fire Department: Marina del Rey has its own County-supported fire department located at the end of the Main Channel. It is not anticipated that intensified Marina development will necessitate a new fire station or substantial expansion of the existing facility. Again, fire protection for lands annexed to the City of Los Angeles will be provided by the L.A. City Fire Department. If annexation does not occur, considerable expansion of County Fire Department facilities in the area would be required.

Schools: The Marina del Rey area and Areas A, B and C belong to the L.A. City Unified School District. Additional needs for school sites, if any, based on residential development as authorized through this certified LCP will be determined by the district.

d. Findings

- The sewage system serving Marina del Rey provides adequate capacity for current needs and planned future needs; it requires no immediate improvement program.
- Contracts with the City of Los Angeles for use of the Coastal Interceptor Sewage System and Hyperion Treatment Plant determine the capacity of the Marina's sewer system.
- Apartments and restaurants place the greatest demand on sewage systems. Offices and commercial developments require less capacity.
- Water service in the Marina is not considered an issue at this time due to more than adequate supplies and a completed delivery system.
- No sewer or water service currently exists in Areas A, B and C.
- The NOS-LCSFVRS Interceptor Sewer System (City of Los Angeles) is near capacity and would most likely not be capable of serving new development in Areas A, B and C.
- The CIS System appears to have sufficient unused capacity to provide service for anticipated development in Areas A, B and C.
- Whether or not annexation of the major portion of Areas B and C by the City of Los Angeles occurs, sewer lines will need to be built in this area to accommodate any new development.
- The City of Los Angeles has indicated that if annexation of major portions of Areas B and C occurs, sufficient capacity exists to supply major development in the area with water.

- If annexation to the City does not occur, the County would need to investigate securing water from other local purveyors.
- Other public works and services in the area appear adequate and no major problems appear imminent.

e. **Policies and Actions**

1. Public works improvements in the study area shall be designed to protect sensitive habitat resources, accommodate new development permitted in the area and provide for future public access needs.
2. The Specific Plan includes a phasing program demonstrating that necessary public works facilities will be provided in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (i.e., sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions.
3. Permission to build new and/or intensified development in the LCP area is contingent upon the ability to provide proof of availability of adequate water and sewerage facilities.
4. In cases where existing unused capacity cannot meet increased demand, developer-financed improvement of existing water and/or sewerage facilities will be required before new development and/or intensification can proceed.
5. Installation of new sewer and water lines will be accomplished via the least environmentally disturbing method.
6. Water conservation technology should be employed in the installation and operation of additional water service.

a. Coastal Act Policies

30233. a. *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

- (1) *New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) *Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (5) *Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (6) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (7) *Restoration purposes.*

b. *Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.*

30235. *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.*

b. Issues Identified

- As a result of adverse runoff, tidal influences and wind erosion, shoaling conditions frequently create real hazards to navigation in the Marina del Rey. These shoals must be removed from time to time by dredging operations in the main channel and other locations. WHAT STEPS CAN BE TAKEN TO PROTECT THE MARINA FROM SHOALING?
- The County anticipates construction of a new recreational marina in Area "A" requiring extensive diking, dredging and filling. HOW AND WHERE CAN THESE EXTENSIVE DREDGE SPOILS BE DEPOSITED IN A SAFE AND ENVIRONMENTALLY SENSITIVE MANNER? WHAT IMPACT WILL THE NEW MARINA HAVE ON WATER CIRCULATION AND QUALITY?

c. Research and Analysis

— Remedial Dredging

Because eroded land materials constantly settle in the Marina main channel and basins, remedial dredging is anticipated to be an on-going task.

Removal of accumulating sediment in the Marina channel and basins has been necessary from time to time since the harbor was created in the late 1950's. Two specific shoaling locations in the entrance channel have caused hazards to navigation. Runoff in the Ballona Creek flood control channel continues to deposit material at its mouth near the Marina breakwater and

entrance. Tide and runoff movements combine to shift sediment into the southern channel entrance. This area has been dredged in 1963, 1969 and in 1981, after this entrance was closed to boats for a year. The second site for shoaling is located along the north jetty where wind-driven beach sand settles in the channel narrowing the critical north navigation lane for power boats. This location has been dredged in 1958, 1969, 1973 and 1978. Current plans call for a screen to block sand movement across the jetty into the channel. Other areas may require dredging such as the basin near the beach in Basin "D" inasmuch as sand is eroding from the beach. Dredging is accomplished by waterbased equipment and hauled the spoils to an approved ocean disposal site.

— **Marina Expansion**

In order to meet a goal of the Coastal Act to maximize public access to and along the coast, as well as recreational opportunities in the Coastal Zone, a new marina will be created in Area "A". This 40-acre basin will contain approximately 26 water acres for wet slips. The entrance channel will cut through the existing Fiji Way and Parcel W - Fisherman's Village - on the easterly side of the Marina Main Channel north of the present Harbor Administration building and complex. The north shore will include a promenade, public parking, and visitor-serving areas. The south shore will include residential uses and boat slips as well as continuation of the promenade.

— **Design of the New Basin**

Location of the entrance channel is constrained by five Southern California Gas Company observation wells sited in the southeastern corner of Area "A". These wells are active monitoring stations for the Gas Company's deep natural gas reservoir system in the Ballona Creek region. The entrance channel and basin design locates the bulkhead walls 50 feet from these wells so as not to disturb them. Other oil and gas lines to the wells, vehicular access and utilities to the existing Villa Venetia Apartments, the Harbor Administration Building and the Coast Guard facility must be rerouted as Fiji way will be severed by the new basin entrance channel. The commercial enterprises of some lessees on Parcel 56S will be relocated on commercial sites in Area A.

Minimum width requirements for the entrance channel to the new basin must: (1) assure good basin circulation and water quality; (2) minimize any tidal velocity effect in the new basin or elsewhere in the existing Marina; (3) accommodate both powered and non-powered boats safely; and, (4) allow safe transition of boats to and from the Marina Main Channel. Inasmuch as the new basin will be aligned dead into the prevailing wind, a 200 foot wide main channel must be provided to accommodate tacking sailboats. Mooring areas on either side of the basin's main channel will have 350 foot minimum length fairways to accommodate the slip space proposed.

The bottom of the existing Marina del Rey entrance channel is 15 feet below the lowest water surface level which could conceivably exist, or minimum lowest low water (-15MLLW). The berthing basins are - 10 feet MLLW. Consistency requires that the new basin entrance bottom be -15 feet MLLW and the berthing basin be at least 10 feet deep.

Concrete L-walls are used in most of the existing Marina and may be appropriate in the new basin as bulkhead protection to stabilize the surrounding soil banks. The typical L-wall can be constructed in the dry prior to excavating the basin and consists of a base slab poured over a pile support and the vertical bulkhead wall. The bottom slopes away from the base of the wall at a angle of 1:3 to the basin bottom. Once the bulkheads are erected and the basin excavated, a coffer dam can be placed in the main channel at the point in the present bulkhead where the new basin entrance channel can be opened.

— **Excavation of the New Basin**

Dredged material is estimated to exceed one million cubic yards. Approximately one-third of the material can be graded on-site. The remaining material will have to be hauled to and dried on the Hughes Airport portion of the Summa Corporation property, to a sanitary disposal site, or excavated with water-based equipment and hauled to an EPA-approved ocean disposal site. An approved site must be identified and the material must be acceptable for disposal.

This area supports a limited Belding's Savannah Sparrow breeding site, although their numbers decreased during 1980 and 1981 as compared to 1979 (R. Schreiber, *Biota of the Ballona Region*, 1981). As new development in this area commences, a new site should be located south of Ballona Creek flood control channel.

-- U.S. Army Corps of Engineers

The U.S. Army Corps of Engineer (COE) has jurisdiction over the construction of shoreline structures and other activities in U.S. waters. The COE exercises this authority by controlling the following permits:

1. Section 10 Permit: Pursuant to the Rivers and Harbors Act of 1899, the COE handles permits for any structures (e.g., docks, piers, bulkheads not requiring fills, buoys, moorings, etc.)

Applicants must first obtain approval from the California Coastal Commission and the California Water Quality Control Board (WQCB).

2. 404 Permit: Pursuant to the Clean Water Act of 1972, the COE controls all dredging and filling operations in U.S. waters, including any streams or wetlands leading to the ocean.

The permit process proceeds as follows: An application is presented to the COE and is relayed to the environmental section for a preliminary assessment. Public notice is also provided.

Next, the COE circulates the petition to a variety of other agencies including National Marine Fisheries, U.S. Department of Fish and Game, the Environmental Protection Agency and the Coast Guard. Furthermore, the local jurisdiction must also approve the project at this initial stage.

If any objections are raised, the project may be rejected or the project may be modified to satisfy the objections.

If all objections are satisfied, a permit is issued and a certain time is designated within which the project must be completed.

Finally, the COE is responsible for enforcement; assuring that projects and activities conform to COE guidelines and permit provisions.

Since 1976, "general public interest" has increasingly been taken into account by the COE in the granting of permits. This includes concerns relating to navigation, fish and wildlife conservation, pollution, aesthetics, access and ecology.

d. Findings

- In response to a great need for recreational boating facilities, a new marina basin with approximately 26 acres of wet slip space is proposed for Area "A". The entire basin covers about 40 acres and takes access to the Marina del Rey Main Channel just north of the present Harbor Administration site.
- This new basin is the only feasible site available for any Marina expansion considering its vacant status and proximity to the main channel.
- This site was isolated from the existing Ballona Wetlands by the Ballona Creek flood control channel constructed in 1932.
- This area is considered to be a dredge spoil area consisting of material deposited there during the construction of the Marina from 1960 to 1962.
- The site is elevated from 12 to 16 feet above the mean high tide level and separated from the Main Channel by a sea wall which precludes any littoral influence.

- The area supports a Beldings' Savannah Sparrow breeding site which would be relocated to new established sites south of the flood control channel (see Environmentally Sensitive Habitat Areas Chapter).
- Excavated or dredged material can be deposited nearby either on Areas B and C or an appropriate off-site disposal area.
- Remedial dredging is necessary on an as-needed basis in the Marina's Main Channel and basins to insure safe, navigable water for boaters.
- The design of the new basin wall insures good water circulation and quality.

e. **Policies and Actions**

1. The development of Area "A" shall include a 40-acre, small boat basin with approximately 26 acres of wet slip space as an extension of the Marina del Rey Small Craft Harbor. All of the new slips shall be available to the public through procedures similar to those practiced in the existing Marina.
2. Operation of the basin and ownership of public docks and County-owned public open spaces shall be vested with the Los Angeles County Department of Beaches and Harbors or other County entity.
3. Excavation of the new basin wall be accomplished in an expeditious and non-disruptive manner. Dredged and excavated materials will be transported to Areas B and C or an appropriate off-site disposal facility. Extreme caution should be exercised in placing dredge materials adjacent to existing or planned residential development. All materials must be seeped-out prior to placement in such locations. This policy shall not preclude direct transportation, via hydraulic dredging, of wet dredge materials from Area A to Area B.
4. Fluid from dumping grounds for dredged spoils or its rehabilitative processes shall not degrade or pollute fresh water marshes, streams or other natural processes downstream in the Ballona Wetlands.
5. Excavation or other work in Area A shall be phased to avoid the nesting season of Belding's Sparrows which have been observed in that area.
6. Noise and dust from development work in Area A and other areas necessary to complete the new basin shall be managed in such a manner so as not to disturb the natural processes of Area B.
7. Develop a program to monitor shoaling with periodic hydrographic soundings, surveying and inspections as necessary.
8. Continue to dredge as necessary within the Marina and in surrounding waters.
9. Promote feasible measures necessary to mitigate shoaling and sediment buildup.
10. Incorporate in dredging operations a program to replenish beaches with suitable (non-polluting) spoils materials. All materials must be seeped-out prior to placement of remaining dry sand on beaches.

a. Coastal Act Policies

30255. *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.*
30260. *Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging, (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.*
30262. *Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:*
- (a) The development is performed safely and consistent with the geologic conditions of the well site.*
 - (b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.*
30263. *New or expanded refineries or petrochemical facilities not otherwise consistent with the provision of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.*
- (b) In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the air by the users of fuels, or, in the case of an expansion of an existing site, total site emission levels, and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.*
 - (c) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from inplant processes where feasible.*
30610. *Notwithstanding any provision in this division to the contrary, no coastal development permit shall be required pursuant to this chapter for the following types of development and in the following areas:*
- (d) Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of, the object of such repair maintenance activities; provided, however, that if the commission determines that certain extraordinary methods of repair and maintenance that involve a risk of substantial adverse environmental impact, it shall, by regulation, require that a permit be obtained under this chapter.*

(f) The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development approved pursuant to this division; provided, that the commission may, where necessary, require reasonable conditions to mitigate any adverse impacts on coastal resources, including scenic resources.

b. Issues Identified

- The Gas Company facility (largely located in Area B) and its associated network of storage and transmission lines are crucial to natural gas for a large segment of the Los Angeles area. HOW WILL LAND USE DECISIONS IN AREAS A AND B ENSURE CONTINUATION OF THESE FACILITIES AND THEIR VITAL FUNCTIONS?

c. Research Analysis

The Southern California Gas Company (SCGC) operates a large natural gas processing, storage, and transmission facility, part of which is located in Area B. This facility provides natural gas, withdrawn from storage, for a major portion of the Los Angeles area. Associated with this facility is an extensive network of subsurface storage and transmission lines in the area.

SCGC access for operating and servicing the lines in the County area is assured via an easement granted in perpetuity in 1948. SCGC property within the City of Los Angeles is held by the Company through fee ownership. (These areas are shown on Map 39, following page.) Due to pipeline deterioration, the SCGC line under the main channel will be capped and rerouted around the Marina to Area A.

The Marina del Rey Small Craft Harbor area is served by SCGC lines. At present, unused capacity exists to provide some additional and/or intensified development with natural gas. If proposed development exceeds this capacity, additional supply lines or other methods would be necessary to meet the additional demand. SCGC has indicated that ample natural gas could be supplied to major new development in this area via main extensions.

Given the significance of the Gas Company's underground gas storage facility to a major segment of the Los Angeles area, continuance and proper functioning of the facility must be assured. This includes operation and maintenance of surface and subsurface facilities, the replacement of facilities for the injection, storage, and withdrawal of natural gas and associated liquids in and from subsurface strata, including the drilling of new wells, reconditioning of existing wells, structures, and other facilities, and performing operations incidental thereto. There are 34 existing gas storage wells in the study area as well as 38 abandoned oil wells. The 34 gas storage wells are essential to the operation of the gas storage project. These wells are shown on Map 40, page II-162.

Development policy in Area B as outlined in the Design Principles for New Development chapter proposes that, an approximately 12.5 acre parcel be maintained for Gas Company facilities and that the remainder of the immediately contiguous Gas Company property (approximately 12.5 acres) be set aside as wetlands.

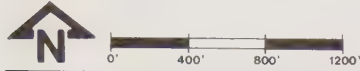
d. Findings


- If new and/or intensified development in the Marina area exceeds existing natural gas capacity, additional natural gas supply needs will be met by line extensions and/or other methods.
- On September 5, 1978, the California Coastal Commission adopted a guideline interpreting the exclusionary provisions of Coastal Act Section 30610, subsections (d) and (f). This document, entitled *Interpretive Guideline on Exclusions from Permit Requirements*, should be incorporated into ordinances implementing this plan.

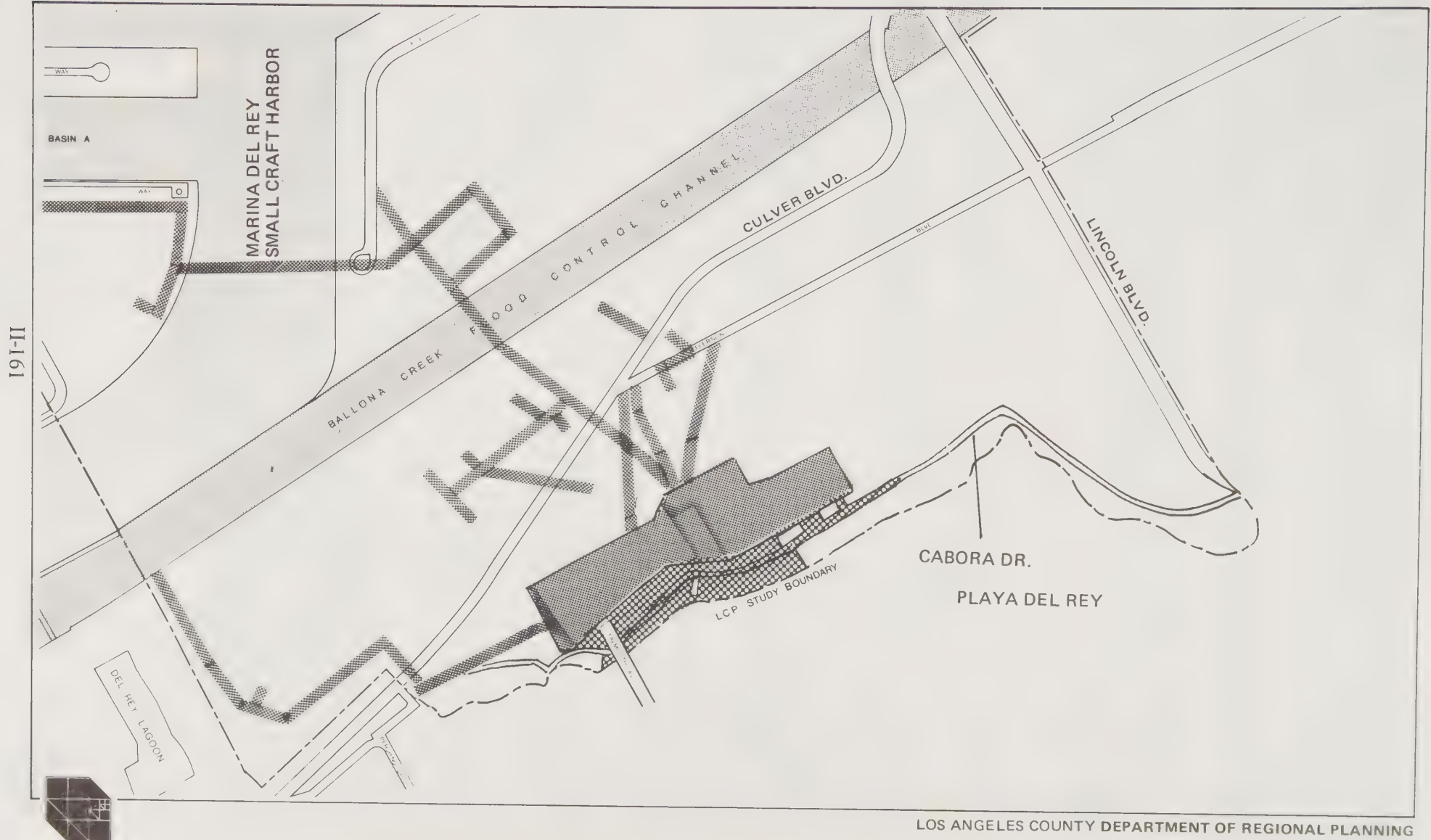
map 39

SOUTHERN CALIFORNIA GAS COMPANY PROPERTY

SOURCE: Southern California Gas Company



-  Gas Co. Easement
-  Land Held in Fee Ownership by Gas Co.



map 40

OIL AND GAS WELLS

SOURCE: California Department of Conservation - Division of Oil and Gas



- Gas Storage Wells (Injection and Withdrawal)
- Gas Observation Wells
- Fluid Removal Well (Gas)
- Producing Oil Well
- Abandoned Oil Well
- Abandoned-Dry Hole



- The Southern California Gas Company, supplier of natural gas in the area, has indicated that new development in Areas A, B and C could be provided with ample natural gas via main extensions and/or other methods.
- As Southern California Gas Company's gas storage facility provides natural gas for a major portion of the Los Angeles area, continuance of this energy facility at its present or greater storage capacity is vital.
- Access to gas, oil and storage observation wells and facilities associated with such wells in the area by service personnel and servicing equipment must be assured. The SCGC must retain its rights to maintain rework and replace surface facilities to drill new wells and to recondition existing wells and structures, and to perform functions incidental to operating its gas storage field.

e. **Policies and Actions**

1. Land Use decisions shall not interfere with SCGC's ability to continue operation of its gas storage facility. Land use decisions shall be protective of SCGC's existing and future needs for gas storage facilities and operations.
2. New development (which includes wetlands restoration projects) in the Marina del Rey/Ballona area shall not interfere with access to gas or oil wells, to observation wells associated with gas storage, or to other facilities associated with the gas storage field operation by service personnel and servicing equipment.
3. Feasible mitigation measures must be provided to minimize any adverse environmental effects of new installations or relocations of oil and gas wells, or wells associated with the storage of natural gas, in wetlands in accordance with Coastal Act section 30233 and page 35 of the Coastal Commission's *Interpretive Guideline on Wetlands and Other Wet Environmentally Sensitive Habitat Areas*.
4. Wherever feasible, modern energy conservation methods should be studied and employed.
5. In areas where new development occurs, the developer shall provide landscaping (trees, shrubbery) to visually buffer existing or relocated gas or oil wells.
6. The DRP and Southern California Gas Company shall jointly determine appropriate gas well setbacks from streets and new development for existing wells associated with the gas storage project. The L.A. County Zoning Ordinance regulations regarding siting and operation of oil wells shall remain in force.
7. Prior to new development over old, unused or previously abandoned wells, the California Division of Oil and Gas must be asked to determine that the wells have been abandoned in accordance with current standards. Development over wells will not be allowed to take place until this determination has been made.
8. SCGC shall work closely with the property owner and County Regional Planning Department (DRP) to establish viable wetland and wetland support areas consistent with needs of SCGC to service their facilities and equipment. The DRP will consult with the L.A. County Museum of Natural History, the California Department of Fish and Game and the U.S. Army Corps of Engineers in this effort.
9. Coastal development permits shall not be required under this plan for development excluded by Section 30610 as defined by the *Interpretive Guideline on Exclusions from Permit Requirements* adopted by the Coastal Commission on September 5, 1978.

III. APPENDIX

A. County of Los Angeles General Plan

Coastal - Related Policies (adopted November 1980)

APPENDIX A

COUNTY OF LOS ANGELES GENERAL PLAN COASTAL — RELATED POLICIES (Adopted November 1980)

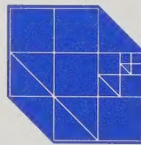
- Protect areas that have significant natural resources and scenic values, including significant ecological areas, the coastal zone and prime agricultural lands. (Page I-20; Policy 10)
- Conserve the available supply of water and protect water quality. (Page I-20; Policy 13)
- Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources. (Page I-26; Policy 2)
- Protect the quality of the coastal environment. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles. (Page II-27; Policy 8)
- Preserve and restore marine resources emphasizing the shore and near shore zone, especially lagoons and salt water marshes. (Page II-28; Policy 9)
- Encourage maintenance of fisheries through improved commercial and sport fishing practices, habitat improvement programs, and research on fish propagation. (Page II-28; Policy 14)
- Support improved public access to coastal recreation areas including the Channel Islands consistent with protecting marine and land environments. (Page II-31; Policy 33)
- Actively pursue State Coastal Conservancy grants for the following priority coastal restoration and enhancement projects:
 - Ballona Wetlands
 - Los Cerritos Area
 - Malibu Lagoon
 - Malibu Bluff Line
 - Malibu Coastal Trail - various lateral easements
 - Point Dume
 - Santa Catalina Island (wetland/upland areas)
 - (Page VIII-34; Policy II-6)
- Complete and adopt a Local Coastal Plan and Program consistent with and carrying out the intent of the Coastal Act of 1976. Coordinate this effort closely with other coastal jurisdictions within the County. Upon adoption of the Local Coastal Plan, include it as the Coastal Element of the County General Plan. (Page VIII-39; Policy II-21)
- Support fish habitat improvement and protection programs which maintain and improve breeding and spawning grounds within marine environments and inland waters. (Page VIII-40; Policy II-22)

General Plan Policy Map No. 4 (Special Management Areas) notes that, "the final boundaries of Ballona Creek Significant Ecological Area (SEA) No. 29 will be determined as part of the Marina del Rey Local Coastal Program".

U.C. BERKELEY LIBRARIES



C124889990



County of Los Angeles

DEPARTMENT OF REGIONAL PLANNING

320 West Temple Street
Los Angeles, California 90012